

SOUTH CORONA COMMUNITY FACILITIES PLAN

PREPARED FOR:
CITY OF CORONA



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SOUTH CORONA COMMUNITY FACILITIES PLAN

Prepared for the City of Corona

By

P&D Technologies

**Adopted by the City Council
July 6, 1988**

AS AMENDED BY

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SOUTH CORONA COMMUNITY FACILITIES PLAN AMENDMENTS

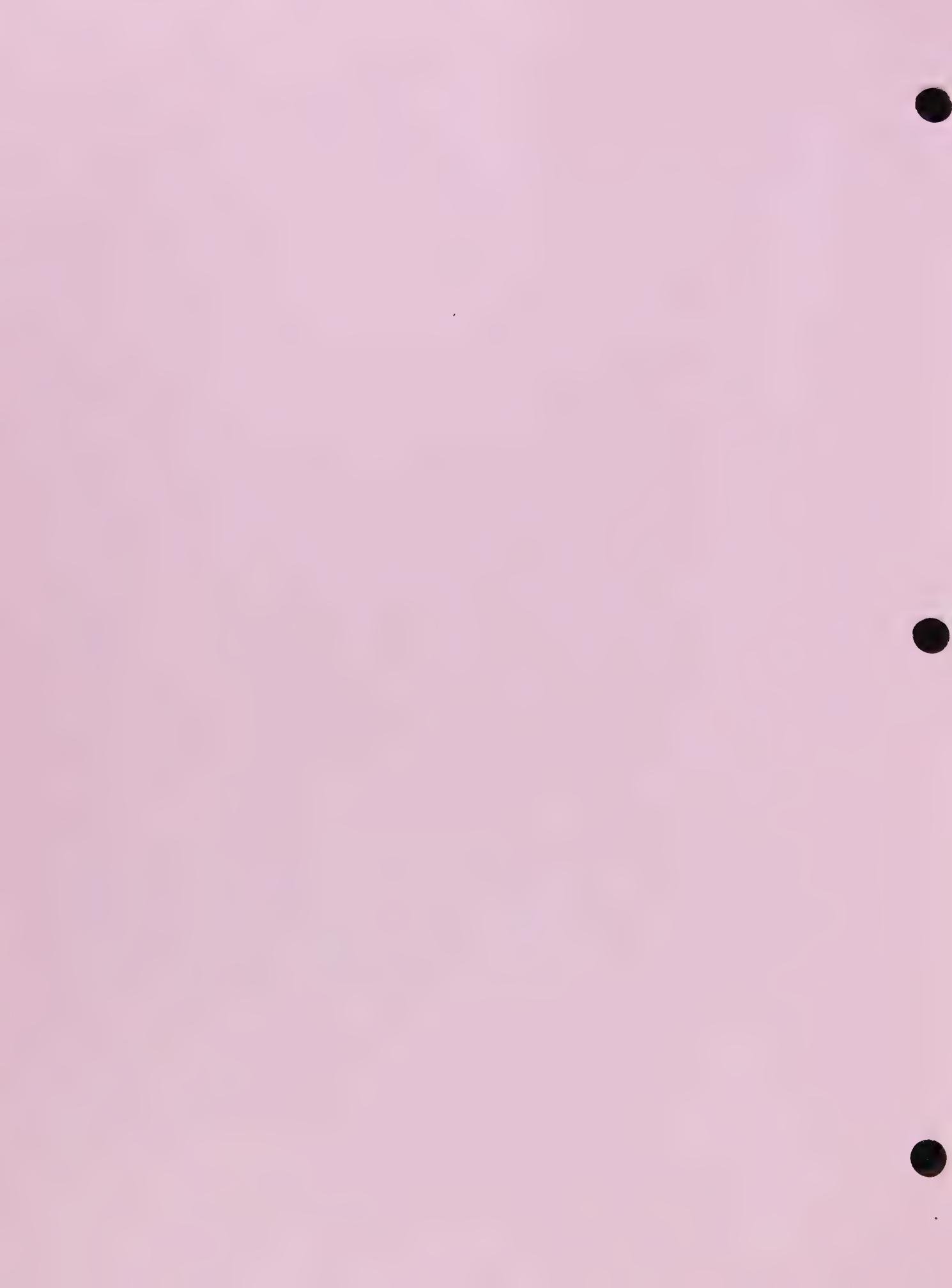
<u>Application No.</u>	<u>Amendment/Applicant</u>	<u>Resolution No.</u>	<u>Date Adopted</u>
CFPA-89-1	Amended the Land Use Plan to add 15 ac. commercial & 6.9 ac quasi-public, move 2 MDR designations, amend the Circulation Plan to designate 2 local street as collectors, & provide clustering of estate residential (Applicant: Foot-hill Properties).	89-54	6/7/89
CFPA-89-4	Amended the Circulation Plan by redesignating a portion of California as a secondary street & a portion of Valencia as a collector street, amending Streetscape 6, realigning the intersection of Chase & California, and amending the master drainage plan (Applicant: South Corona Associates).	89-115	9/20/89
CFPA-89-5	Amended Section 3.5.1.1 to change the service radii for Neighborhood & Community Parks, require minimum size of 20 ac. for community parks, & locate the major park site (Applicant: City of Corona Parks & Recreation Department).	90-38	3/21/90
CFPA-89-7	Amended the Land Use Plan to add a 10 acre office-professional site located on the northeast corner of Main Street and Chase Drive (Applicant: Santoro, Rentschler).	89-141	11/15/90
CFPA-90-1	Removed the Existing Neighborhood Designation from 6 lots on Ontario Avenue & Oak Avenue (Applicant: Onta Oak Company).	90-89	6/20/90

<u>Application No.</u>	<u>Amendment/Applicant</u>	<u>Resolution No.</u>	<u>Date Adopted</u>
CFPA-90-3	Amended the Land Use Plan by adding 5 ac. of commercial & 5 ac. of office-professional located on the southwest corner of Rimpau Avenue and Ontario Avenue (Applicant: Eadington Companies).	90-119	8/1/90
CFPA-90-4	Amended the Master Drainage Plan - Exhibit 3.8-1 (Applicant: City of Corona Planning Department).	90-120	8/1/92
		<u>Ordinance No.</u>	<u>Date Effective</u>
CFPA-90-5	Amended the Circulation Section to upgrade Kellogg Avenue, Main Street, & Lincoln Avenue; delete Taber Road between Fullerton Avenue & Kellogg Avenue; & revise street sections & street names (Applicant: City of Corona - Planning Department).	2136	12/4/92
CFPA-91-1	Amended Main Street between Magnolia Avenue and Citrus Way from four lanes to six lanes, and revised Main Street Section and bikeway location criteria (Applicant: City of Corona - Public Works Department).	2136	12/4/92





1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

1.1.1 Purpose

The Community Facilities Plan (CFP) is intended to give overall description to the development of the 5,000 acre South Corona area and to facilitate preparation of developer initiated specific plans, subdivision maps and buildings plans for the area.

The text and maps contained within the CFP will assist both the City and landowners/developers to implement the adopted Land Use and Circulation Plans of the City of Corona General Plan. Accordingly, the CFP is consistent with and builds upon the General Plan, but in much greater detail.

Within this document, Land Use Districts, Guidelines and Policies are established to assure the area is developed in a coordinated and cohesive manner with adequate public facilities and quality of design. This document was established as a Master Specific Plan by resolution of the City Council on July 6, 1988 per Resolution 88-105. Subsequent developer initiated specific plans or zone changes will conform to and build upon the standards in this document to define more restrictive regulations for development within the CFP area. In instances where there is a conflict between the policies and standards of the CFP and the provisions of the City Zoning Code, the CFP shall take precedence.

1.1.2 Scope

The scope of the CFP contains the following major components:

- o Refinement of the General Plan Land Use Categories and Circulation System.
- o Identification of the essential water, sewer, drainage and street systems needed to accommodate development.
- o Identification of the general locations and types of public facilities such as schools, parks, library, fire stations, etc., needed to support residential growth.
- o Establishment of architectural and landscape design themes and requirements at the community level.
- o Proposed methods of financing the necessary infrastructure and public facilities.

- o Establishment of procedures and requirements for subsequent levels of planning, review and approval.
- o Establishment of a computerized monitoring process to assure that appropriate development related public improvements are identified and provided in an appropriate sequence.

1.2

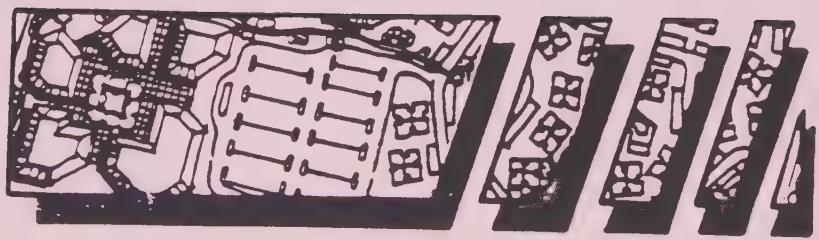
BACKGROUND OF THE PROJECT

The CFP is the first step toward implementing the General Plan Amendment, adopted in July of 1986, which recognizes the future urbanization of the South Corona area.

The effort to amend the General Plan to facilitate the urbanization of South Corona started in 1982 as a result of requests from over 100 landowners that the General Plan land use designation be amended from the existing Agricultural/Rural Residential to Low Density Residential. The landowners cited that high production costs and competitive markets for citrus compromised the economic viability of farming in the area and caused the landowners to pursue an alternative use of their land.

The City Council responded by commissioning a detailed study of alternate land use plans for the project area. The preparation of the study spanned three years from March of 1982 to April of 1985 and included several interim reports, an Environmental Impact Report (EIR), revisions to the General Plan text and the preferred Land Use Plan. During the following months, public hearings were held on the EIR and the General Plan Amendment (GPA-85-6). The Land Use Plan was revised as a result of public comment received at numerous public hearings before the Planning Commission and City Council. The EIR was certified by the City Council on November 6, 1985. GPA-85-6, comprising the amended Land Use Plan and text, was subsequently adopted by the Council on July 16, 1986.

Preparation of the CFP to direct the implementation of the adopted GPA-85-6 was authorized by the City Council in December of 1986. Further environmental analysis will be required for each specific development proposal and public facility project located within the CFP area.



2.0 PROJECT SETTING



2.0 PROJECT SETTING

2.1 PROJECT LOCATION (Exhibit 2.1-1 Project Location)

The project area is located on the southerly end of the City at the base of the Cleveland National Forest. It encompasses approximately 5,021 acres and is bounded on the north by Ontario Avenue, on the east by the I-15 freeway, on the south by the National Forest and on the west by the Oak Street Flood Control Channel.

2.2 SURROUNDING LAND USES

Existing land uses surrounding the site to the north, east and west consist predominantly of low density residential uses. The Corona Freeway, I-15, abuts the northeastern edge of the project site, while the Cleveland National Forest forms the Southern boundary of the site. The Oak Street channel and debris basin form a large portion of the western boundary of the site.

2.3 PHYSICAL SETTING

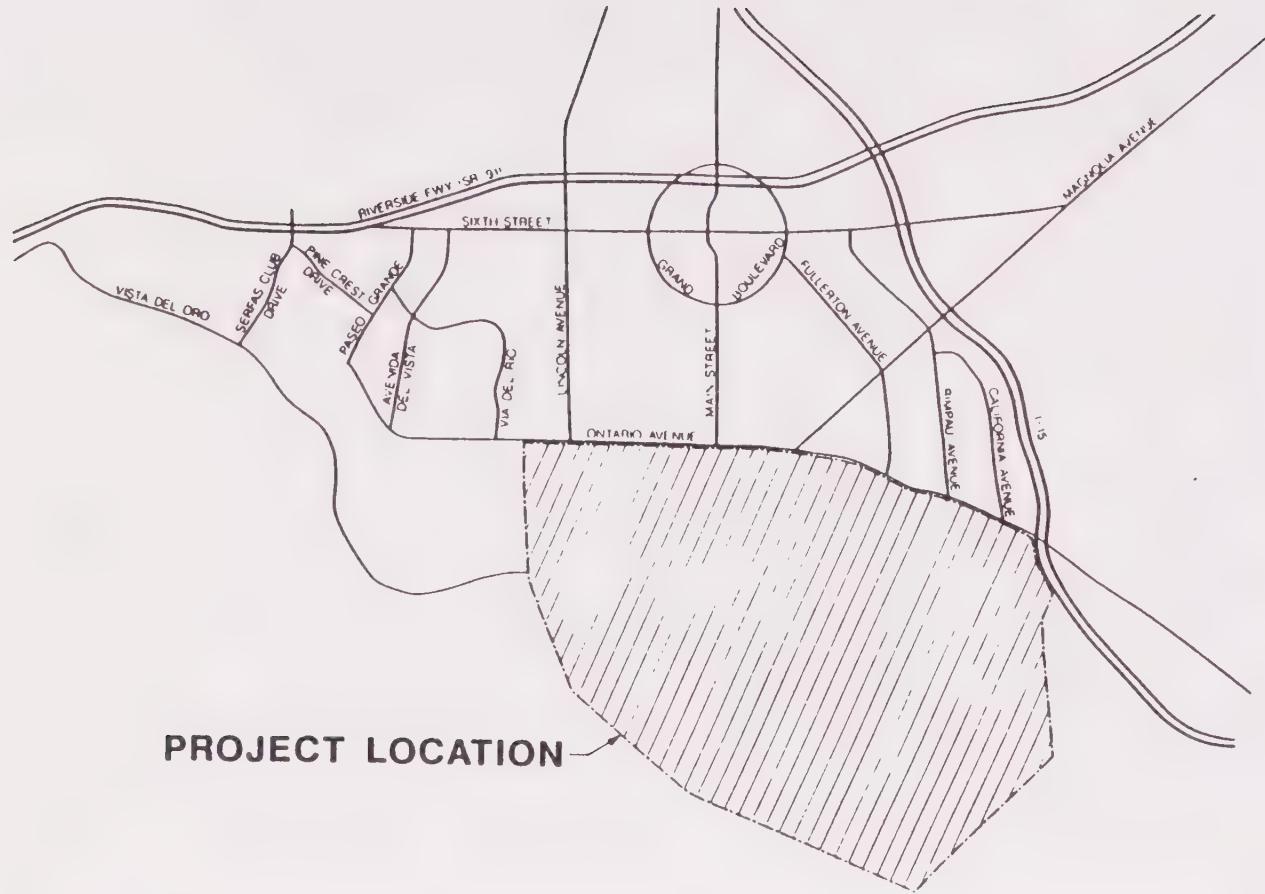
2.3.1 Aesthetics

The project area is located at the base of the Santa Ana Mountains and abuts the Cleveland National Forest. These mountains provide the site with a picturesque backdrop. Several canyons exist to the south, the largest of which are Main Street and Eagle Canyons. Another major feature is the Main Street Wash which originates from the Main Street Canyon and bisects the approximate center of the project area in a north-south direction.

The erosional processes creating these canyons have also caused the formation of a sizeable alluvial fan. The project area encompasses most of the upper limits of the alluvial fan, while the urbanized portion of Corona is located on the lower reaches of this formation. This elevation differential is important because it visually exposes much of the city. It also creates views from the project area across the urbanized portions of the city to the north.

One of the more visually predominant landforms located on the project site is an unnamed canyon with perennial drainage. This canyon is located along the site's southeastern boundary, west of Nelson Street. The canyon exists in a primarily natural state with dense coastal sage scrub vegetation. The Foothills along the southern site boundary also remain unaltered with the exception of occasional large lot single family residences and associated driveways.

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PROJECT LOCATION

VICINITY MAP

lsa

EXHIBIT 2.1-1

Eucalyptus tree rows are another major visual feature in the project area. These are found mainly in the southeastern reaches of the project area and were more than likely planted as windrows to protect agriculture. In addition to the eucalyptus trees there are existing rows of mature palm trees along Chase Drive and a portion of upper Main Street.

The site is composed almost entirely of citrus and avocado orchards, with small enclaves of suburban and rural residential developments. This significant agricultural area conveys a green, pastoral appearance year round and represents much of Corona's traditional rural character. The project area is highly visible from most sections of the City to motorists traveling on State Route 91 and I-15. The site in its current state exhibits significant visual resource qualities, not due so much to any unique or significant natural features, but as a result of its rural character in contrast to the urbanized northern portions of Corona.

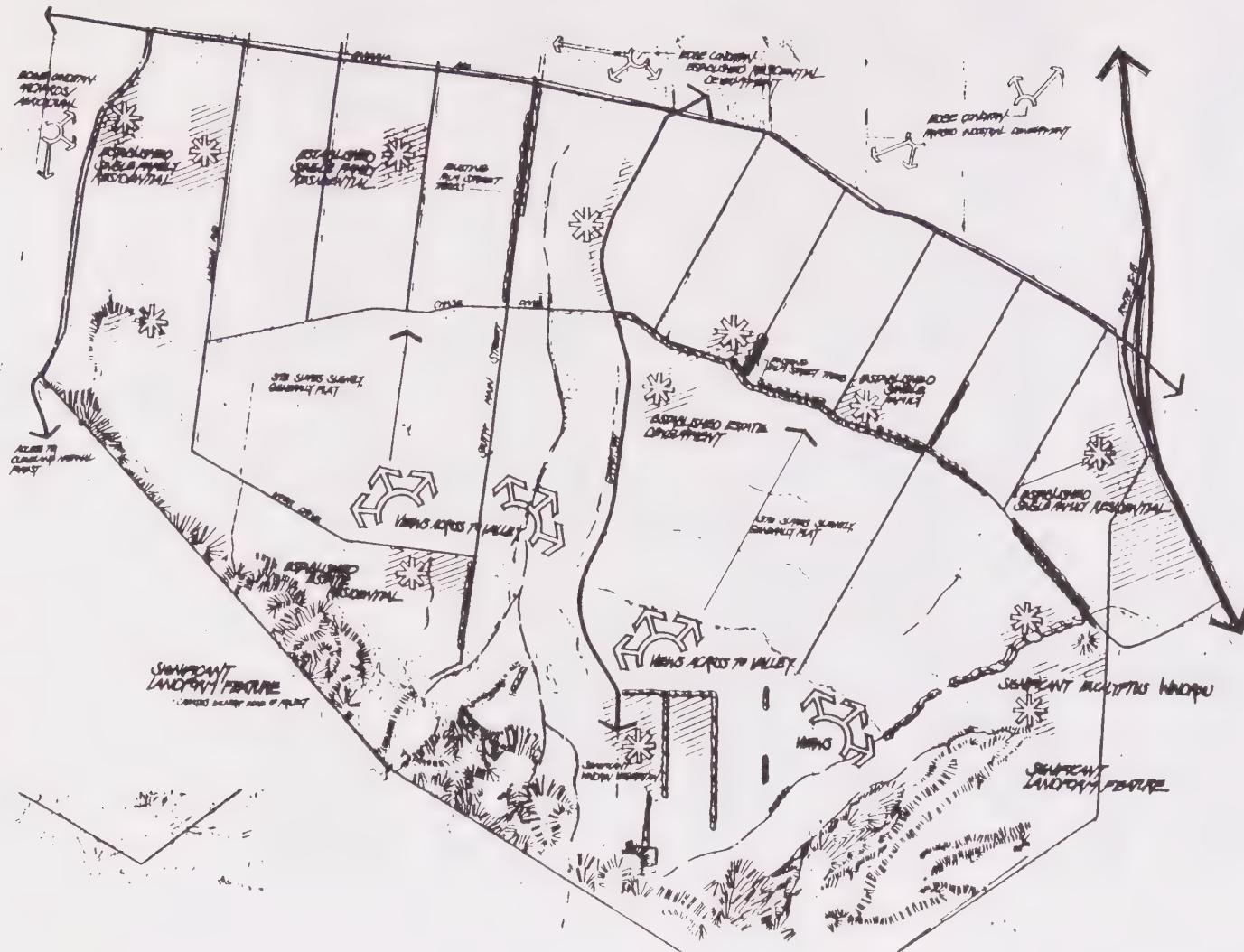
2.3.2 Topography (Exhibit 2.3-1 Physical Features)

The project area lies within the lower western portion of the Santa Ana River Basin. The natural topography lowers as it runs northerly from the Santa Ana Mountains. These mountains reach elevations of 4,000 feet. Elevations on the site range from 875 feet above mean sea level (MSL) in the northwestern corner to approximately 1,650 feet above MSL east of the Main Street Wash along the southerly project boundary. This maximum topographical relief occurs over a distance of approximately two and one-half miles. The project site also contains a bluff edge that runs north-south just east of Main Street Wash. This feature effectively bisects the site into east and west halves. The majority of the site is composed of gradients of less than 10 percent with some gradients found between 10 to \pm 25 percent along the southern boundary adjacent to the Cleveland National Forest.

2.3.3 Ownership (Exhibit 2.3-2 Property Ownership)

Property ownerships in the project area are numerous and fragmented. Aside from existing residential tracts in the project area, individual ownerships vary in average size from a few acres to \pm 30 acres. The largest single property owner is Foothill Properties, which owns approximately 900 acres located in the southwestern area of the project site.

Much of the northern third of the project site is composed of 30-acre parcels as a result of agricultural parcelization. In many cases, adjacent parcels have a common ownership. Other landowners include, AT&T which has a facility in the southern area, and the Flood Control District which owns the flood control channels and debris basins.



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PHYSICAL FEATURES



EXHIBIT 2.3-1

**SOUTH CORONA
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PROPERTY OWNERSHIP



EXHIBIT 2.3-2

2.3.4

Existing Land Use (Exhibit 2.3-3 Existing Land Uses)

This project site's predominant land use is agriculture. Approximately 86 percent of the total project site reflects either present or historical agricultural land uses.

Other land uses on the site include low density and estate residential, utilities, flood control facilities, tree farm/commercial nursery, vacant land, natural terrain, and small areas of recreational use. Other existing non-residential uses include: a small neighborhood shopping center at Ontario Avenue/Main Street; the Masonic Temple on Main Street, a small office building off of Ontario Avenue, the Corona Community Care Center also on Main Street, and numerous church uses are scattered throughout the project area as well.

2.4

CIRCULATION CONDITIONS

This section discusses the existing conditions in the vicinity of the South Corona area, as well as the anticipated circulation conditions under General Plan build-out without the development of South Corona.

2.4.1

Level of Service

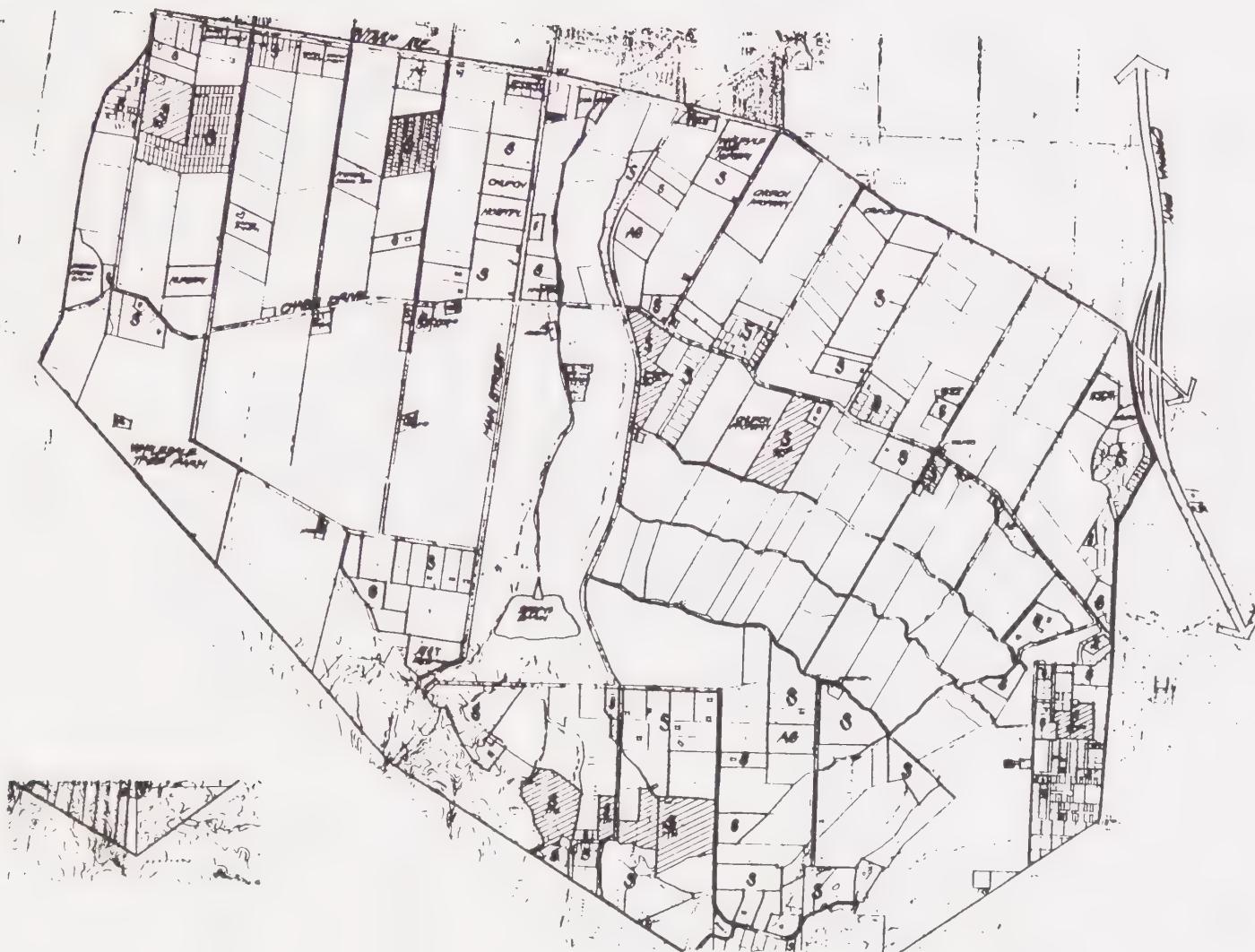
General traffic conditions are indicated by examination of average daily traffic (ADT) volumes and the associated volume/capacity (V/C) ratio. Each roadway has associated with it a maximum number of vehicles which can theoretically be accommodated in one day, termed the absolute capacity. For planning purposes, the City of Corona prefers to utilize capacity criteria for Level of Service (LOS) C roadway operations.

LOS C operations are typical conditions characterized by stable operating conditions under which a driver may occasionally be required to wait through more than one red signal indication at an intersection. Under LOS C operations, most drivers feel somewhat restricted, but not objectionably so. In terms of V/C ratio, the maximum LOS C operations (V/C ratio 1.0) would be equivalent to a V/C ratio of 0.80 utilizing absolute capacity. Hence, using absolute capacity, any V/C ratio in excess of 0.80 would be considered unacceptable by the City of Corona.

2.4.2

Existing Traffic Conditions

In examining existing traffic conditions, traffic count information collected by the City in 1986 was utilized. Those roadways which are currently operating in excess of acceptable levels of service or are approaching unacceptable levels of services were identified.



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- [S] SINGLE FAMILY DETACHED HOUSES
- [A] POTENTIAL USES
- [H] APPROVED PLACES SOON TO BE REPOPOED

EXISTING LAND USES



EXHIBIT 2.3-3

2.4.2.1

Unacceptable Conditions

The following roadway sections are currently operating in excess of the generally acceptable LOS (i.e., V/C ratio greater than 0.80).

A. Main Street - SR-91 to Sixth Street

This section of Main Street is currently a four-lane divided roadway with a daily volume of 25,700 ADT (V/C ratio = 0.86).

B. Main Street - Sixth Street to Olive Street

This section of Main Street is currently a four-lane divided roadway with a daily volume of 29,800 ADT (V/C ratio = 0.99).

C. Border Avenue - Sixth Street to Via Santiago

Border is a two-lane roadway and has a daily volume of 11,800 ADT (V/C ratio = 0.94).

2.4.2.2

Approaching Unacceptable Conditions

The following roadways are those which currently have volumes approaching unacceptable conditions. Roadways approaching unacceptable LOC are defined as any facility with a V/C ratio approaching a V/C ratio of 0.80. In this case, these are facilities with V/C ratios between 0.70 and 0.80.

A. Main Street - Olive Street to Ontario Avenue

This section of Main Street is currently a two-lane roadway with a daily volume of 9,600 ADT (V/C ratio = 0.77).

B. Ontario Avenue - Magnolia Avenue to I-15

This section of Ontario Avenue is currently a two-lane roadway with a daily volume of 9,800 ADT (V/C ratio = 0.78).

C. Border Avenue - Via Santiago to Via del Rio

Border Avenue is a two-lane roadway with a daily volume of 9,500 (V/C ratio = 0.76).

D. **Sixth Street - SR-91 to Paseo Grande**

Sixth Street is currently a four-lane undivided roadway with a daily volume of 17,700 ADT (V/C ratio = 0.71).

2.4.2.3 Residential Environmental Threshold

As utilized here, the residential environmental threshold is that level of traffic along a residential street which should not be exceeded. A residential street is any local roadway which has residential driveways assessing both sides of the street. For purposes of this examination, it is assumed that traffic on residential streets should not exceed 2,000 to 4,000 vehicles per day. Those residential roadways with traffic levels exceeding the environmental threshold are as follows:

A. **Ontario Avenue - Border Avenue to Paseo Grande**

This two lane section of Ontario Avenue provides access to a residential neighborhood and has daily traffic volumes 3,000 ADT to 4,700 ADT.

B. **Paseo Grande**

Paseo Grande is a two-lane roadway providing direct access to residential units and has daily volumes of 3,500 ADT to 5,200 ADT.

2.4.3 General Plan Build-Out Traffic Conditions

In examining build-out of the current General Plan, forecast traffic volumes were developed assuming no development in the South Corona area. Under this development scenario, those roadways which would operate in excess of acceptable levels of service or are approaching unacceptable levels of service were identified.

2.4.3.1 Unacceptable Conditions

Those facilities which are projected to operate at unacceptable levels (V/C ratio greater than 0.80) are as follows:

A. **Main Street - SR-91 to Sixth Street**

This section of Main Street, which is a four-lane divided roadway, is forecast to have a daily volume of 32,000 ADT (V/C ratio = 0.85).

B. Main Street - Sixth Street to Olive Street

This section of Main Street, which is a four-lane divided roadway, is forecast to have a daily volume of 37,100 ADT (V/C ratio = 0.99).

C. Border Avenue - Sixth Street to Via del Rio

Border Avenue is a two-lane roadway and is forecast to have a daily volume of 10,300 ADT (V/C ratio = 0.83).

2.4.3.2

Approaching Unacceptable Conditions

Those roadways which are projected to have volume approaching unacceptable conditions (V/C ratios between 0.70 and 0.80) are as follows:

A. Sixth Street - Lincoln Avenue to I-15

This section of Sixth Street will be widened to a four-lane divided roadway and is forecast to have daily volumes of 23,400 ADT to 26,700 ADT (V/C ratio = 0.64 to 0.71).

B. Main Street - Olive Street to Ontario Avenue

This section of Main Street is currently a two lane roadway, with daily volume of 9,600 (V/C ratio equals 0.77).

C. Ontario Avenue - Magnolia Avenue to I-15

This section of Ontario Avenue is currently a two lane roadway, with a daily volume of 9,800 (V/C ratio equals 0.78).

D. Border Avenue - Via Santiago to Via del Rio

This section of Border Avenue is a two lane roadway with a daily volume of 9,500 (V/C ratio equals 0.76).

2.4.3.3

Residential Environmental Threshold

As utilized here, the residential environmental threshold is that level of traffic along a residential street which should not be exceeded. A residential street is any local roadway which has residential driveways accessing both sides of the street. For purposes of this examination, it is assumed that traffic on residential streets should not exceed 2,000 vehicles per day.

Those residential roadways with traffic levels which are projected to exceed the environmental threshold (volumes in excess of 2,000) are as follows:

A. Ontario Avenue - Border Avenue to Paseo Grande

This two-lane section of Ontario Avenue provides access to a residential neighborhood and is forecast to have traffic volumes of 5,500 ADT to 7,800 ADT.

B. Paseo Grande - Via del Rio to Ontario Avenue

Paseo Grande is a two-lane roadway providing direct access to residential units and is forecast to have a volume of 6,100 ADT.

2.5 INFRASTRUCTURE CONDITIONS

2.5.1 Drainage

Land use within the study area has been, and is, mostly agricultural. The level of flood protection provided by existing facilities seems to be acceptable for current land uses. However, it is not adequate for proposed land uses. Existing drainage facilities within the study area and downstream of the study are generally not adequately sized to convey 100-year storm flows from a fully developed watershed, with the exception of the Main Street Channel. The Main Street Channel has been fully improved, by the Army Corps of Engineers, from its downstream confluence with Temescal Wash Channel to its upstream terminus at the Main Street Debris Basin. The Main Street Channel drains approximately 1,300 acres of the study area (300 acres above the debris basin and 1,000 acres below the debris basin) and is adequate for 100-year storm flows from a fully developed watershed. Drainage improvements within areas tributary to Main Street Channel will be required to convey runoff to the Channel.

Other master planned drainage facilities are either non-existent or inadequate for 100-year storm flows from a fully developed watershed. Most of the runoff from the study area is carried within local streets and roadside ditches. A few scattered storm drains have been installed with recent developments. However, these drains are not adequately sized for the new criteria of 100-year level of protection. Existing storm drains downstream of the study area are also not adequate for 100-year storm flows because they were designed to provide a 10-year level of protection.

Rugged, undeveloped drainage areas south of the study area have the potential of producing large quantities of debris during heavy rainfall. This debris must be either collected in debris retention facilities or conveyed in a drainage system sized to carry debris loaded, or bulked, flows. There are two existing, adequately sized, debris basins within the study area. The existing Main Street and Oak Street Debris Basins are adequate for the retention of debris

from Main Street Canyon, Eagle Canyon, and Hagador Canyon. Additional debris retention facilities are needed to collect debris from Joseph Canyon to the east, and from the unnamed area between Main Street Canyon and Hagador Canyon.

Oak Street Channel, which drains approximately 175 acres of the study area, is currently improved with board revetment and is not adequate for 100-year storm flows from a fully developed watershed. Final design of the Oak Street Channel has been authorized by the U.S. Congress. However, construction has not been authorized or funded. Improvement of Oak Street Channel is included in the Santa Ana River Project, Phase I General Design Memorandum.

2.5.2 Existing Conditions - Water/Wastewater

2.5.2.1 Water

The City of Corona has historically received water supply from groundwater in the Temescal, Coldwater and Bedford Basins, surface water and imported water from the Western Municipal Water District. The South Corona agricultural area is currently supplied with water from the Lester Avenue Water Treatment Plant through the Chase Drive Booster Pump Station. The area currently served is in Zone 4. At present there is 3.2 million gallons of Zone 4 storage at Hayden and Avenida del Vista Reservoirs.

2.5.2.2 Wastewater

Many of the existing offsite trunk sewer lines are not sized for the ultimate development of the project site.

The onsite existing sewer system consists of 8" lines in Main Street, Taylor Avenue and Lincoln Avenue, serving the westerly portion of the project site. There are no existing lines in the easterly portion of the project site.

All existing offsite lines direct flow to the Corona Water Pollution Control Plant. The area north of the westerly portion of the project site has its flows picked up by lines in Lincoln, Buena Vista, Taylor, Main and Sheridan, and finally to Harrison and then the Corona Water Pollution Control Plant. Existing lines in the area north of the easterly portion of the project site pick-up flows in Fullerton and Rimpau and route it easterly to the newly constructed El Sorbante/Circle City trunk sewer and on to the Corona Water Pollution Control Plant and the Sunkist Waste Water Treatment Plant.

2.5.3

Roads

The primary land use within the South Corona project area has been agriculture, so the existing road system in the area generally was not planned with residential development in mind. For the most part, existing roads are too narrow, either very long and straight (north-south streets), or too severely angled (east-west streets), too flat (east-west streets), and are either surfaced with only dirt or poor quality pavement. Part of the South Corona CFP project has been to study this existing road network, and suggest how it might be improved to better serve the community as it is developed.

In early 1987, a physical inventory of the streets in South Corona was conducted by Mullins Engineering, Inc. as an initial step in the process of refining the proposed road system. Aspects that were studied included existing street improvement widths, pavement and curb conditions, intersection details, and existing grades and alignments. This inventory report is included as Appendix 1.

The final alignments of the circulation elements shown by the South Corona CFP are based on the general guidelines provided by the revised Corona General Plan, as modified to meet the intent of the General Plan, while satisfying design constraints developed for the study, and utilizing the existing facilities to the maximum extent practical.

2.5.4

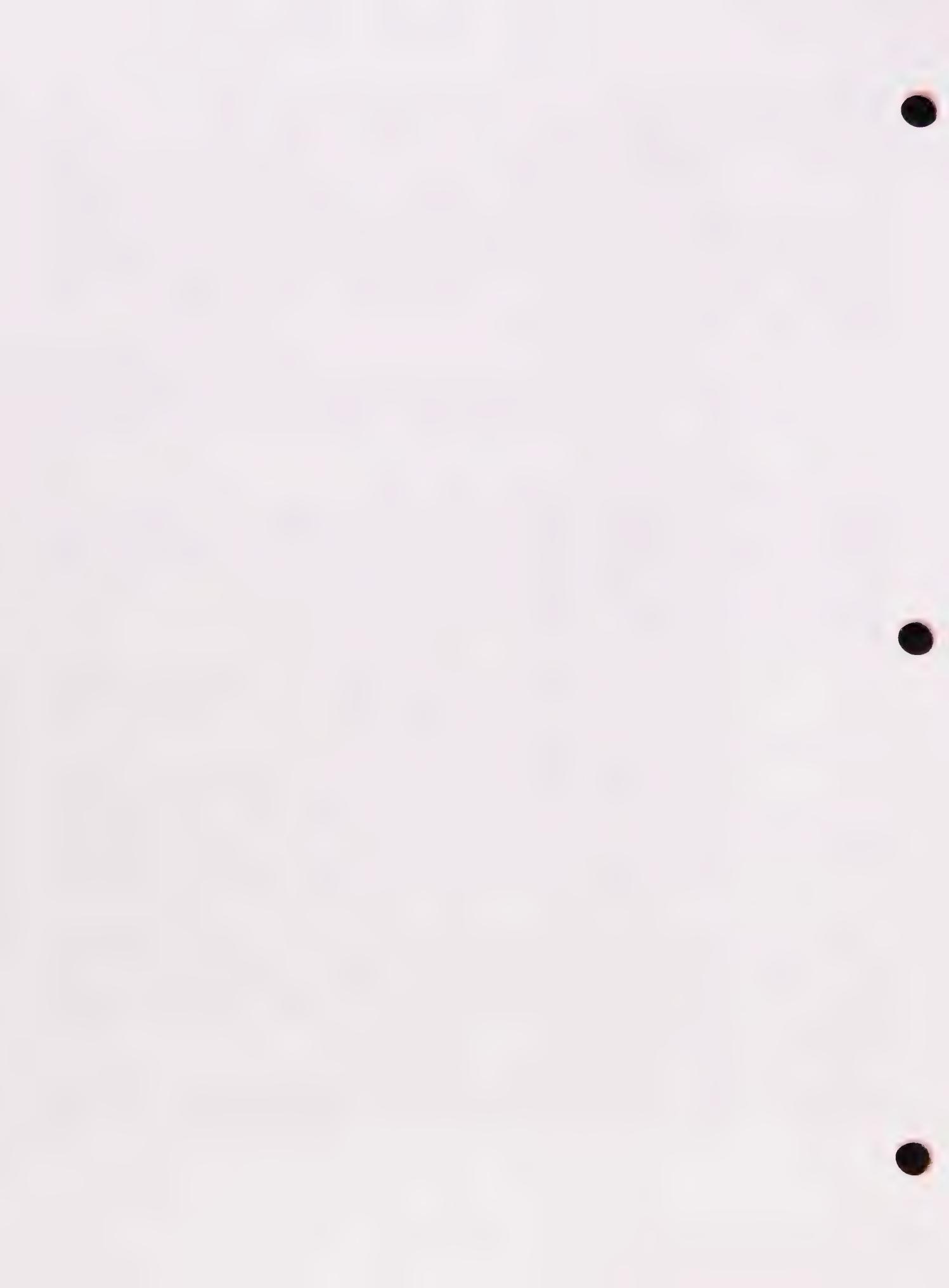
Bicycle Trail System

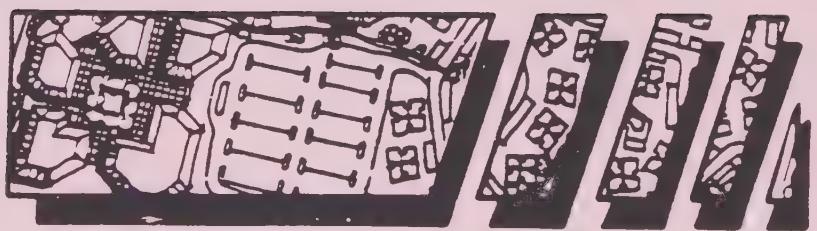
The South Corona CFP includes provisions for the development of a bicycle trail system through the project area, similar in nature to bicycle routes and trails found in Riverside and Orange County.

South Corona already receives significant recreational bicycle use, due largely to its relatively good air quality and its strategic location between the Santa Ana and Temescal canyons. In addition to the locally oriented recreational riding there a number of bicycle opportunities in the area surrounding Corona. These include, to the east, bicycle routes and bike lanes throughout the Riverside area, to the south, Temescal Canyon toward San Diego, and of particular importance, to the west, the Santa Ana River Bicycle Trail.

To date, there are no specified routes for bicycle traffic between Riverside or Temescal Canyon and the Santa Ana Canyon Trail System. This forces bicyclists to compete with vehicular traffic to get through Corona to reach their destinations. This means a potential for bicycle accidents particularly along Sixth Street.

Being that South Corona is the only undeveloped area between the Santa Ana River and the mountains, it is the only remaining place where such a vital link in the regional bicycle trail system can still be planned.





3.0 COMMUNITY FACILITIES PLAN



3.0 COMMUNITY FACILITIES PLAN (CFP)

3.1 LAND USE PLAN

The South Corona Community Facility Plan (CFP) provides for four residential land use categories and two commercial categories. Tables 3.1-1 and 3.1-2 summarize these land use categories. Also refer to Exhibit 3.1-1.

The land use categories described are consistent with the General Plan of the City of Corona. In instances where there is a conflict between these categories and the provisions of the Zoning Code, the CFP shall take precedence.

3.1.1 Definitions

Where the following terms appear within this document, they shall be defined as indicated below:

Adjusted Gross Acreage - The total acreage contained within a density category, less acreage in arterial road right-of-way, flood control right-of-way, school and park acreages and existing permanent land uses.

Estate Cluster - This designation is intended to permit the use of clustering of single family detached and single family attached homes together with compensating open space. This will allow the design of a "planned unit development" with internal open space in each of these areas. The overall density within these areas is limited to three units per gross acre.

Arterial Roadway - A roadway classification that is shown on the General Plan. These roadway classifications include Major, Divided Secondary, Secondary and Collector.

Existing Permanent Land Uses - Those existing land uses that contain built structures and are assumed to remain in their currently developed state following the urbanization of the South Corona area. These uses include existing housing, churches, health care, commercial and institutional facilities.

Multi-Family Housing - Residential dwellings, such as apartments and condominiums, that are typically stacked and attached on both sides. Multi-family housing is the most dense of the residential product types and is permitted only in the Medium Density Residential category.

TABLE 3.1-1. LAND USE SUMMARY

<u>Land Use Designation</u>	<u>Adjusted Gross Acres</u>	<u>Target Density</u>	<u>Projected D.U.</u>
Estate Density	1432.1	1.47	2,116
Low Density	569.9	2.96	1,687
Low Medium Density	1127.3	3.90	4,398
Medium Density	545.5	7.88	4,299
Office-Professional	20.8		
Commercial	110.3		
Total	3805.9		12,500

TABLE 3.1-2. LAND USE BY VILLAGE

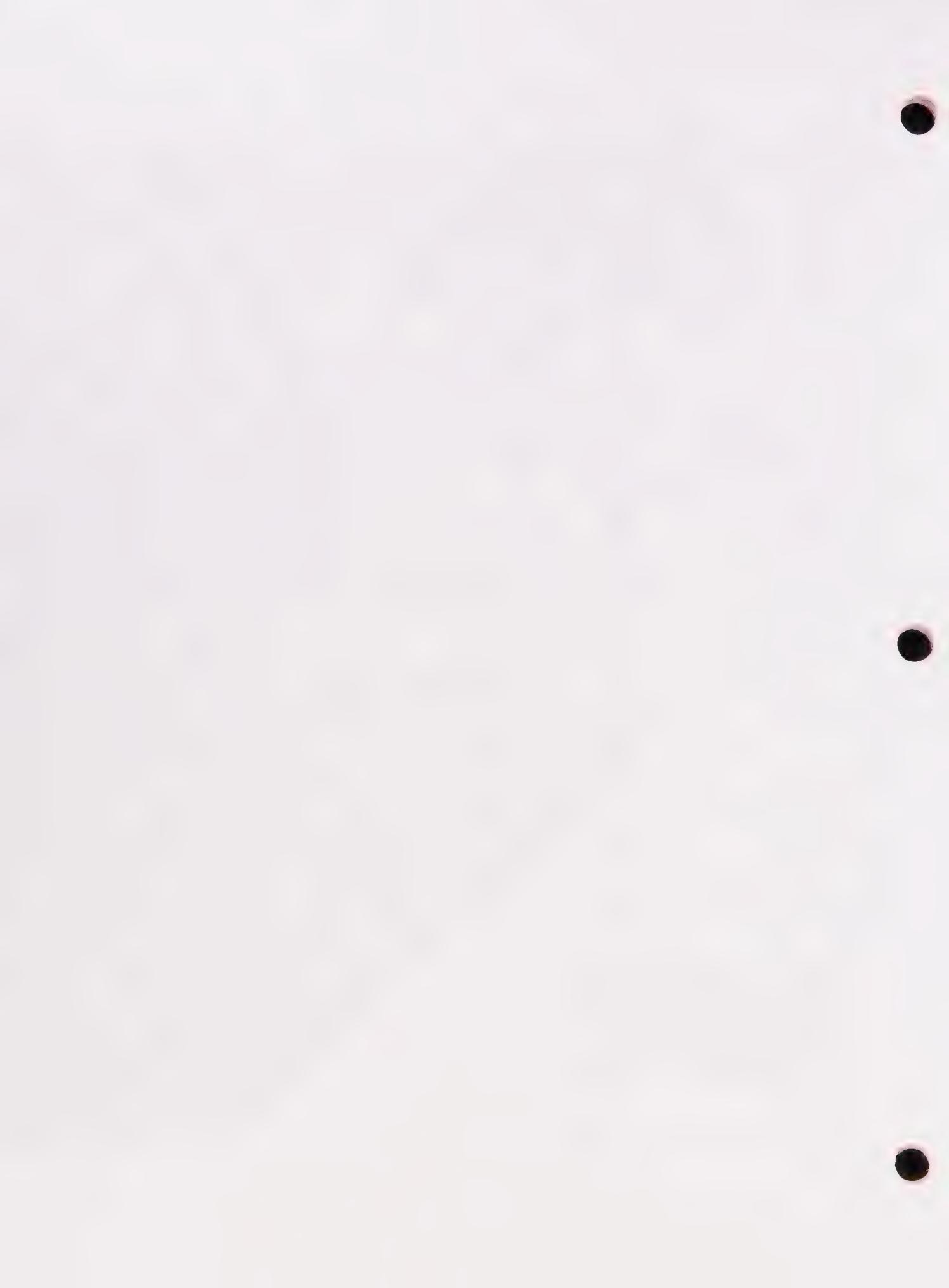
<u>Village 1</u>	<u>Adjusted Gross Acres</u>	<u>Projected D.U.</u>
Low	164.3	486
Low Medium	291.6	1,137
Medium	118.7	935
Office-Professional	6.2	
Commercial	59.6	
Subtotal:	640.4 ac	2,558 d.u.
<u>Village 2</u>		
Estate	159.4	234
Low	330.5	997
Low-Medium	380.2	1,483
Medium	125.0	985
Office-Professional	14.6	
Commercial	35.6	
Subtotal:	1,045.3 ac	3,699 d.u.
<u>Village 3</u>		
Estate	864.5	1,266
Low	12.6	37
Low-Medium	234.6	915
Medium	106.4	838
Subtotal:	1,218.1 ac	3,056 d.u.
<u>Village 4</u>		
Estate	408.2	600
Low	62.5	185
Low-Medium	347.7	1,356
*Medium	68.7	1,031
Commercial	15.1	
Subtotal:	902.1 ac	3,187 d.u.
TOTAL:	3,805.9 ac	12,500 d.u.

*The density for this land use category is in the Mountain Gate Specific Plan (SP-89-1) at 15 d.u./ac.

SOUTH CORONA COMMUNITY FACILITIES PLAN

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Single-Family Attached - Residential dwellings, such as duplexes, triplexes or townhomes, that are attached on one or both sides and intended for individual ownership. These dwelling units are permitted within the low-medium and medium density residential category.

Single-Family Detached - Residential dwellings that are detached on both sides and intended for individual ownership.

Target Density - The maximum number of dwelling units permitted within any given land use area for any parcel of land. (Reference Section 3.1.4.2)

Unit Transfers - The transfer of the maximum number of dwelling units permitted within one area to another area, accomplished in accordance with Section 3.1.4.4 of this document.

3.1.2

Description of the Land Use Concept

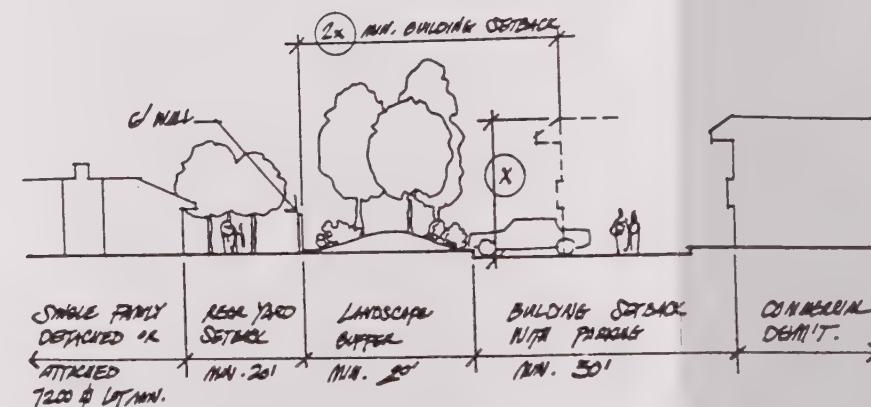
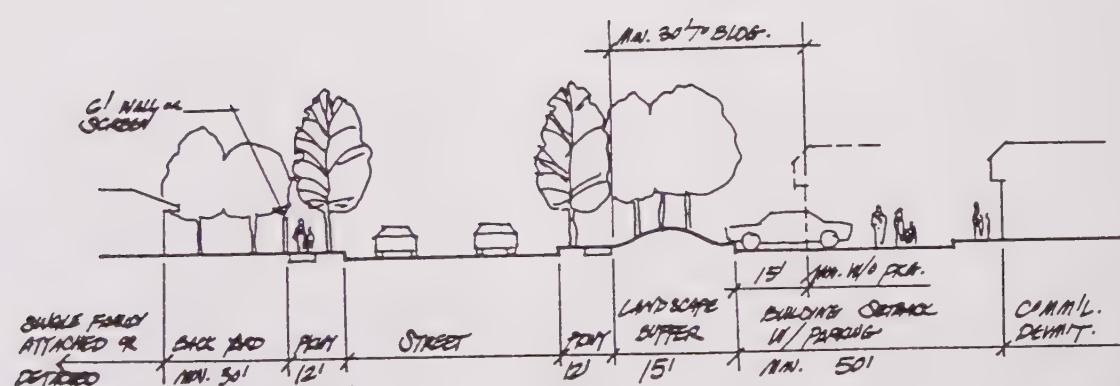
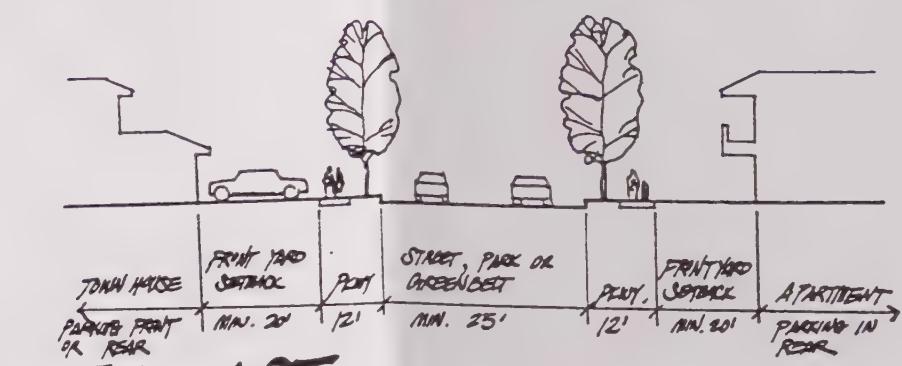
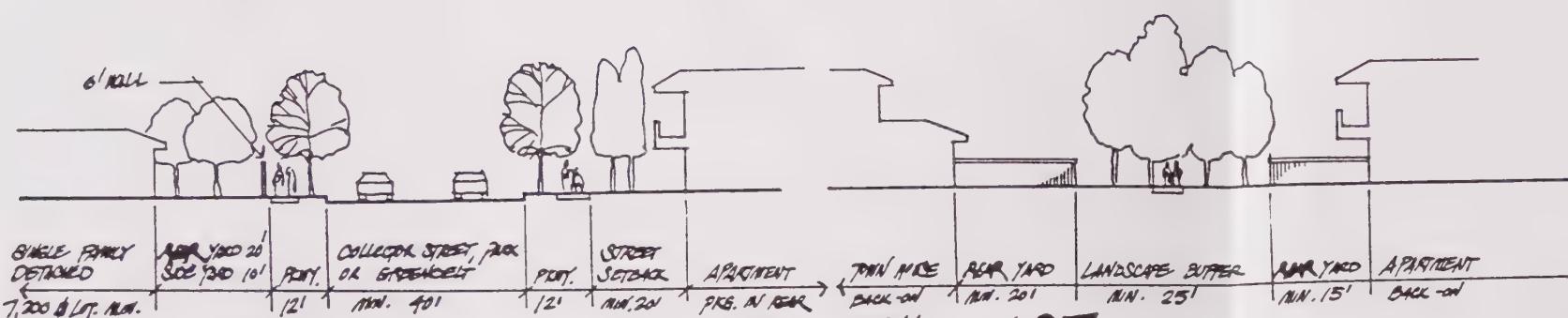
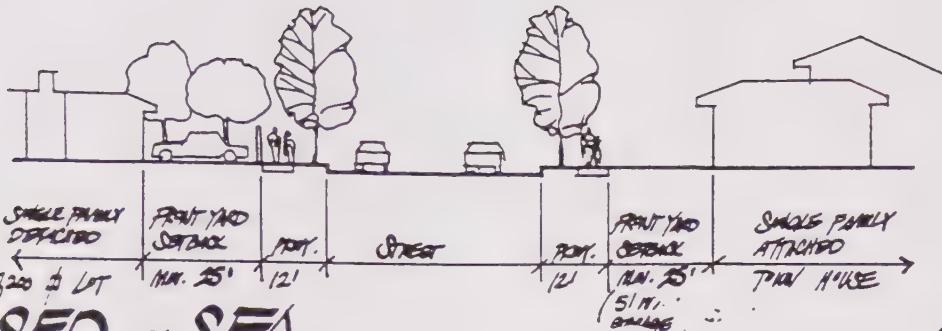
The land use concept was developed through a General Plan Study which was adopted as an amendment to the General Plan in June 1986. The land use concept was further refined with the adoption of the Mountain Gate Specific Plan (SP-89-1) which delineates the land use categories and locations for the majority of land within Village 4. The concept for Villages 1, 2, and 3 proposes four residential density categories which include estate density, low density, low-medium density and medium density. The location and distribution of residential densities propose a transitional concept which locates lower densities at the edges of the project to provide an edge of residential uses which are compatible with the immediate surrounding existing residential areas on the north, east and west. This concept of transition carries through the plan where lower densities occur along the edges of Foothill Parkway and also at the base of the foothills where estate uses are shown. Residential areas then transition to higher densities toward the center of four village areas. These villages are defined by the arterial road system and other natural edges as described later in this plan. Medium density residential areas occur internally within each of the four villages and are intended to include the community support facilities such as schools, parks, day care centers, churches and other recreational and social activities which will create a focus of activity and identity to each of the villages. These medium density areas are referred to in this plan as Village Cores.

Two major commercial centers are located on Ontario Avenue, one at Main Street and Magnolia Avenue and the other at California Avenue. These centers will serve the shopping needs of this community and of existing residents living north of Ontario Avenue. The centers are located at major entries to this community for convenience and accessibility. Additional commercial centers are located on Main Street at Chase Drive and between Foothill Parkway and Mountain Gate Drive.

3.1.3

Land Use Policies

- 1.** The development of the area will be closely monitored by the Community Development Director, who shall report to the Planning Commission on the progress of the plan at an interval of not more than two years from the anniversary of the adoption of the CFP. If development proceeds at lower densities than anticipated by the plan, then the Community Development Director may initiate an amendment to the CFP for consideration and action by the Planning Commission and City Council to increase the target densities for the various land use categories. Such increases shall be limited in order to maintain the maximum number of units at 12,500 as set forth in the approved General Plan. Such an amendment should be accompanied by an analysis of potential impacts on the infrastructure system.
- 2.** Development occurring within the CFP shall be in accordance with the following provisions as set forth in the General Plan. The maximum number of new residential building permits issued for South Corona shall not exceed 3,333 by June 30, 1990; 6,666 by June 30, 1994; 10,000; by June 30, 1998; and 12,500 by June 30, 2001. No new residential unit building permits in excess of 10,000 shall be issued unless the Corona City Council, through public hearing, has determined by a 4/5ths vote, that any such additional new residential units shall be adequately served by all necessary public facilities and services and that no interference with the public health, safety or welfare shall occur by virtue of the construction of such additional residential units.
- 3.** The City encourages the use of specific plans for larger development parcels and for properties located within the medium density village core areas. To provide incentives for preparation of specific plans the City will permit unit transfers between land use categories for properties included in the same specific plan.
- 4.** The City encourages clustering of community service, educational and recreational uses within the medium density village core areas. Principles for locating such activities are included in Section 3.3. To promote development of these activities these types of uses will be permitted within the medium density areas as permitted uses.
- 5.** A mixture of residential densities are included in the planning area. A gradual transition of densities shall occur from one density category to another. This transition shall occur by providing similar unit types at edges between the interface of one density to another and/or by landscape buffers, street separation, orientation of units and similar devices to be approved by the Planning Commission. This policy applies to new development. The following specific standards apply to interface conditions and requirements (see Exhibit 3.1-2):



LAND USE INTERFACE



Note: The dimensions called out in the following text are specific requirements. Other dimensions shown on Exhibit 3.1-2 are shown for reference only and are subject to modification within the context of specific plans or zone changes.

- a. Where single-family attached residential abuts single-family detached the rear yard setback shall be 20 feet minimum for SFA. The preferred front-on separation between single-family detached and attached shall be a collector street with 25 foot minimum setback from the street right-of-way for both products.
 - b. Single-family units and apartments shall be separated by a collector street, park or minimum 40 foot wide greenbelt. Apartment and townhouse residential shall be separated with 20 foot front yard setbacks or, on a back-on condition, by a park or minimum 25 foot landscape area. Greenbelts are to be utilized as an option only with a specific plan.
 - c. Where commercial is located next to single-family detached residential a collector or arterial street, or a landscape buffer and setback shall separate the uses. A 15-foot landscape buffer shall separate street parkway from parking which faces a residential area. Where single-family detached or attached residential abuts a commercial area, then a 20-foot landscape buffer shall separate the commercial and residential uses. This buffer shall be provided on the commercial property.
6. Within the area south of Ontario, there currently exists larger lot residential neighborhoods which will experience adjacent new development. This new adjacent development shall provide a compatible transition with these existing neighborhoods. The following Standards from the City's General Plan are intended to assure this compatibility. The neighborhoods to which these policies apply are shown on Exhibit 3.1-3. More specific design solutions shall be formulated as part of the Specific Plans or development plans for future residential development in South Corona.
 - a. Single-family detached residential units shall be developed on lots that immediately abut existing single-family residential housing or where the new housing is located directly across from and fronts on the street where existing residences occur. These new lots shall be similar in area and width to the existing lots, but need not exceed 130 feet in width. The new units shall be restricted to a maximum height of two stories.

Exhibit 3.1-3



EXISTING
NEIGHBORHOOD

EXISTING NEIGHBORHOODS

SOUTH CORONA
COMMUNITY FACILITIES PLAN
PREPARED FOR THE CITY OF CORONA



- b. For new residential development that is located on the same block with existing developed residential lots, the lots for the new residences shall be generally the same average areas as the existing lots (within 90 percent) within the block but need not exceed 1 acre in area. This applies to frontage on both sides of the street.
- c. Where new residential lots back directly onto the rear of existing developed residential lots that are one-third acre or greater, the minimum area of the new residential lots shall be generally the same as the existing lots, but need not exceed one acre. If the existing developed residential lots are less than one-third acre, then the new lots shall be at least the same area as the existing lots.
- d. On a back-on condition as described in Item c, the minimum rear yard setback adjacent to the existing developed residential lot shall be 30 feet. If a side yard occurs on a new residential lot that immediately abuts the rear property line of an existing residence, then the minimum side yard dimension shall be 15 feet.
- e. For Item d above, new residential development will require a minimum six foot high decorative opaque wall between the new and existing residential lots unless protest is received from the property owner of the existing residence.

Village Cores

Village Cores are intended to be the focal point of the village or planning area in terms of a place where residents can meet and participate in community activities. Examples of uses to be contained in the Village Cores include: recreation centers, senior citizen centers, senior housing, parks, libraries, schools, churches, health clubs, and other public facilities, institutional and recreational uses.

The precise type and mix of Village Core activities and their location shall be determined in conjunction with Specific Plans for villages. The configuration of the core areas should be flexible and may incorporate such concepts as shown in Village Core scenarios 1 and 2 under "Community Design" section of this document. Village Core areas shall be consistent with the intent of providing accessibility to the surrounding neighborhoods through a system of pedestrian walkways, trails and greenbelts.

3.1.4 Residential Land Uses

3.1.4.1 Density Ranges

Each residential land use category is defined by a density range in dwelling units per acre as follows:

Estate Density:	0 - 3 d.u. per acre
Low Density:	0 - 6 d.u. per acre
Low Medium Density:	3 - 8 d.u. per acre
Medium Density:	6 - 15 d.u. per acre

Acreage for the above ranges are measured in adjusted gross acres.

3.1.4.2 Target Density

Target densities are for the purpose of calculating the maximum number of dwelling units permitted within any given land use area for any parcel of land. These target densities have been established for each residential category based on maintaining the overall maximum number of units within the Community Facilities Plan area at 12,500. The target unit calculation excludes land for planned arterial road rights-of-way, flood control rights-of-way, existing land uses and projected public school and park land. Target densities are established for each of the residential land use categories as follows:

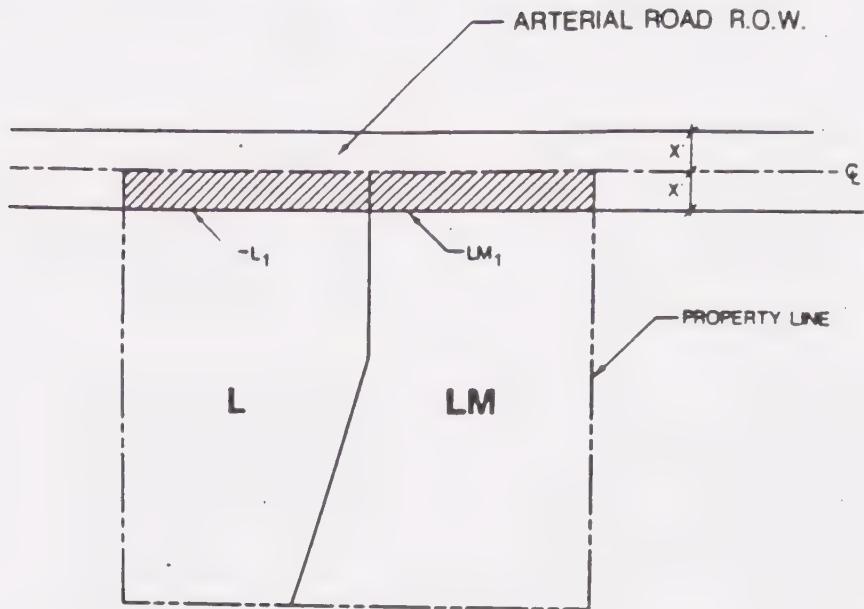
Estate Density:	1.47 d.u. per acre
Low Density:	2.96 d.u. per acre
Low Medium Density:	3.90 d.u. per acre
Medium Density:	7.88 d.u. per acre

The target density shall be used to calculate the number of dwelling units permitted within any given site for a particular land use category. This shall be the maximum dwelling units allowed for any given site unless a unit transfer is achieved. (Reference Section 3.1.4.4)

3.1.4.3 Method of Calculating Units

The method used to calculate the number of units for any given area is to multiply the adjusted gross acres contained within the particular land use category by the target density for that particular land use category, as illustrated on the following page.

Example for Calculating Units:



FORMULA FOR NUMBER OF D.U.S.-
[(AREA OF L-AREA OF L1) X (TARGET DENSITY)]
+[(AREA OF LM-AREA OF LM1) X (TARGET DENSITY)]
WHERE L1- AREA OF L IN ROAD R.O.W.
WHERE LM1- AREA OF LM IN ROAD R.O.W.

Where two or more parcels are contiguous, the total number of units allowed in all parcels, as calculated per the above example, may be averaged within the parcels. However the maximum density allowed within a specific land use category may not be exceeded.

3.1.4.4 Unit Transfers

Transfer of units from one area to another shall be permitted if all of the following requirements are met:

1. Unit transfers shall be accomplished through a specific plan. Included in the Specific Plan shall be a Planning unit summary table which shall indicate the remaining number of units, if any, that may be accommodated without exceeding the maximum density permitted.
2. Unit transfers shall occur within the same village, unless a specific plan encompasses more than one village and the properties in question are contiguous.
3. The maximum density permitted within any land use category shall not be exceeded.

4. Unit transfers may occur on non-contiguous properties within the same village as long as the density transfer is included in the simultaneous processing of specific plans for both properties.
5. That all infrastructure capacities (sewer, water, circulation) do not exceed the standards contained within the CFP. This will require the developer to include an analysis of impacts on water, sewer, and circulation as part of the Specific Plan.
6. A notarized letter agreeing to the transfer and signed by the owner(s) of the parcels on which the transfer is to occur shall be prepared at the owner(s) expense and appended to the Specific Plan.

3.1.4.5 Residential Categories

Commercial and industrial uses except for home occupational uses as defined in Section 17.80 of the Corona Municipal Code are prohibited within all residential areas within the South Corona CFP.

1. Estate Density (E)

The estate residential areas are intended for the development of large lot single family detached housing types. Within each Estate Residential Cluster area, larger and/or landscaped buffer zones will be utilized to achieve compatible transitions to adjacent estate residential areas. On-lot horse keeping will be permitted within estate residential areas located in Village 3. A minimum lot area of 1 acre is required for on-lot horse keeping. Other uses permitted within estate residential areas include agricultural and ancillary uses if on a lot of 1-acre or greater, reservoirs, and other drainage facilities, or other uses as determined appropriate by a similar use finding of the Planning Commission. Uses permitted within the estate areas but subject to a conditional use permit include educational facilities, nurseries and day care centers, public and private parks and recreational facilities, churches, public uses and facilities and others as determined appropriate by a similar use finding of the Planning Commission.

A total of two adult horses may be kept on any lot in the Estate Residential District of Village 3, provided said lot is a minimum of one acre in area. One additional horse may be permitted for each acre over the first one acre up to a maximum of five horses at any site. The Planning Commission may permit a greater number of horses to be kept on a lot or parcel by the granting of a Conditional Use Permit. Uses such as riding academies, breeding farms and horse training facilities may be permitted subject to a Conditional Use Permit. For the purposes of this section, foals shall be considered adults when 8 months old.

All on-lot horsekeeping shall comply with the following minimum standards. Additional or more restrictive standards can be imposed by the Planning Commission in their consideration of a Conditional Use Permit. Maintenance of horsekeeping facilities must comply with State and local laws including the potential for regulation of storm water run-off discharged to downstream groundwater basins.

- a. Horses are not to be kept or pastured within 30 feet of the dwelling of the owner or within 100 feet of any dwelling other than the owner of said horses. In no case, shall horses be kept or pastured less than 30 feet from the side or rear property line of an adjoining lot.
- b. Horses shall not be kept or pastured in the front yard or street side yard of the building site unless the lot area is 5 acres or greater and the pasture is turfed and irrigated.
- c. Adequate fences or walls shall be installed and maintained so that each animal is confined on the premises. Acceptable fence materials for corrals include steel pipe, painted split rail fence or similar material to be approved by the Community Development Director. Chain link fencing is not permitted for corrals. All enclosures shall be five feet in height.
- d. Each animal shall be provided with an adequate sized enclosure to provide reasonable movement, air and light for good health. Corral enclosures shall be a minimum of 280 square feet with an additional 200 square feet for each additional horse. Stalls shall be a minimum of 10 by 10 feet with an attached outdoor area or separate outdoor enclosure.

- e. Corrals and stables shall be maintained in a clean and sanitary condition at all times. Standing surface water, refuse and manure shall not be allowed to accumulate for no more than 24 hours. Manure shall be removed from the premises or spread to dry.
- f. Corral enclosures shall be sprinklered regularly to eliminate dust.

2. Low Density Residential (L)

Low density residential areas are intended for single family detached residential dwelling units. Other uses permitted within these areas are all those permitted in the Estate Density category; however, in no instances is on-lot horse keeping permitted. Other uses as determined appropriate by a similar use finding of the Planning Commission are also permitted. Uses subject to a conditional use permit include public and private educational facilities, day care facilities, churches, health care facilities, public and private parks and recreational facilities, and public uses and facilities and others as determined appropriate by a similar use finding of the Planning Commission.

3. Low-Medium Density Residential (LM)

Low-medium density residential areas are intended to include single family detached housing, single family attached housing such as duplexes, triplexes, and town homes. Other uses permitted within these areas include all those permitted within the Low Density Residential category and other uses as determined appropriate by a similar use finding of the Planning Commission. Condominium ownership housing is permitted upon approval of the Planning Commission. Uses permitted by conditional use permit include public and private educational facilities, day care centers, health care facilities, churches, public and private parks and recreational facilities, and public uses and facilities, and others as determined by a similar use finding of the Planning Commission

4. Medium Density Residential (M)

Medium density residential areas are intended to provide a wide variety of housing types including single family detached dwellings, single family attached housing, and multiple family dwellings such as apartments. Also, a wide variety of non-residential uses that provide service to the community are encouraged to be located within the medium density areas. These uses are not subject to a conditional

use permit and include churches, public and private recreational facilities, child care facilities, day care facilities, community meeting facilities, public and private educational facilities, cultural facilities, libraries, homes for the aged and others as determined appropriate by a similar use finding of the Planning Commission.

3.1.5

Commercial

Seven commercial sites are located within the CFP Boundary. One site is located at the southwest corner of the intersection of Main and Ontario. A portion of this area already is developed for neighborhood shopping facilities. The second area is located between Main Street, Magnolia Avenue and Ontario. Within this area there is an existing masonic temple, church and office building. The Main Street wash flood control channel bisects this site. Because of this site's configuration, ownership boundaries, and existing uses, this area will be fragmented and difficult to achieve a cohesive commercial development.

Two additional commercial sites are located at Ontario and California Avenue. The site on the westerly portion of California Avenue contains an Edison Substation. The site located on the east side of California Avenue will have freeway exposure and is adjacent to the I-15 freeway interchange. An additional five acres of retail commercial as well as five acres of office-professional is located west of the substation.

The remaining commercial sites are located at the northeast and southwest corner of Main Street and Chase Drive, between Foothill Parkway and Mountain Gate Drive on the west side of Main Street.

All of these commercial sites located on Ontario Avenue are fragmented by ownership boundaries. The City encourages property owners to work together to develop cohesive commercial developments on these larger parcels by joint ventures or joint design efforts. A complement of activities, continuity of onsite circulation and access and design themes are important considerations in the development of these commercial areas.

These commercial areas are intended to provide a wide range of commercial activities to serve the South Corona community as well as areas immediately north of Ontario Avenue. Uses within these areas may include a wide variety of retail and service functions. The following uses are permitted in these areas. If part of a Specific Plan area, these uses may be expanded subject to approval by the Planning Commission:

- (1) Food and Food Service
 - o Supermarket/Grocery
 - o Restaurants
 - o Fast Food

- o Ice Cream Parlors
 - o Cookie/Candy Stores
 - o Delicatessen
 - o Bakeries
 - o Specialty Food Stores
- (2) General Merchandise
 - o Variety Store
 - o Jr. Department Store
- (3) Clothing
 - o Mens and Womens Apparel
 - o Shoes
 - o Infant-Children Wear
- (4) Other Retail
 - o Hardware
 - o Drugs
 - o Stationery
 - o Florists
 - o Video/Record Stores
 - o Electronics and Appliance
 - o Equipment Rental (no outdoor storage)
 - o Bicycle Shops
 - o Furniture Stores
 - o Sporting Goods
 - o Nurseries
 - o Newsstands
 - o Carpet Sales
 - o Gifts
 - o Book Stores
 - o Camera-Photo
 - o Liquor (off-sale only)
 - o Jewelry
 - o Art Galleries
 - o Antique Shops (Genuine)
- (5) Services
 - o Travel Agencies
 - o Beauty, Barber Shops
 - o Cleaners
 - o Coin Laundry
 - o Ambulance Service
 - o Insurance
 - o TV Repair
 - o Gymnasium/Health Spa
 - o Postal Sub-Stations

- (6) Entertainment
 - Cinema
 - Roller/Ice Skating
 - Museums
 - Cultural Centers
- (7) Office
 - Financial Institutions
 - Medical Offices
 - Professional Offices
- (8) Automobile
 - Service Stations (subject to the provisions of Chapter 17.72 of the Corona Municipal Code)
 - Auto Transmission Repair
 - Day Care Centers
 - Libraries

Other uses that shall be permitted subject to a conditional use permit include strip commercial uses as defined by the City's Mini-Mall Ordinance, video arcades and drive-thru activities such as fast food establishments or car washes, and post offices. Prohibited uses include industrial and residential.

3.2

VILLAGE CONCEPT

The General Plan states: "within the major undeveloped areas of the city, it is logical that development will occur in smaller increments and that in fact, a neighborhood/community size will emerge to provide a nucleus around which neighborhood identity and community structure can be built. In the most general sense, the concept for development which embodies this neighborhood character is one which is focused on a village core or activity center surrounded by residential neighborhoods and bounded by major roadways. The intent is to provide identifiable villages at this larger scale."

The CFP identifies four villages within the planning area. Those villages all have natural definable edges and are focused on their own village core centers. (Refer to Exhibit 3.2.-1).

3.2.1

Village 1

This village is approximately 976 acres and is bounded on the north by Ontario Avenue, on the east by Magnolia Avenue, on the south by Foothill Parkway, and on the west by Oak Street Flood Control Channel. Existing uses in the village include housing built between Taylor and Buena Vista and a housing tract to the west of Lincoln Avenue. There are also existing scattered houses on Ontario Avenue and Main Street. Other existing uses within this village includes the Corona Community Hospital Health Care Facility and the Masonic Temple on Main Street, and a shopping center office complex and

**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA

-  PROJECT BOUNDARY
-  VILLAGE BOUNDARY
-  VILLAGE NUMBER
-  VILLAGE CORE AREA
-  VILLAGE CENTER
-  VILLAGE LOOP ROAD



VILLAGE BOUNDARIES



EXHIBIT 3.2-1

church on Ontario. The terrain within this village is generally flat, sloping to the north at a 4 percent gradient. A proposed commercial complex on Ontario and a school site on Buena Vista within the proposed village core area are planned. A unique physical feature of this village is the mature palm trees along Main Street.

3.2.2

Village 2

This village is approximately 1,420 acres and is bounded by Ontario Avenue on the north, the I-15 Freeway and city boundary on the east, Foothill Parkway on the south and Magnolia Avenue on the west. There are several existing houses scattered through this village along Garretson, Sonrisa, Chase and in the hilly areas on the east end of the project. Some of the unique physical characteristics of the village include: generally flat topography with an approximate gradient of 4.5 percent sloping towards the north; low hilly landform features to the east which emphasize the edge of the village, the Main Street Wash which forms a wide lowland area just west of Garretson Avenue; existing housing along Garretson Avenue which is elevated above the wash for views to the west; existing fan palms which are located along the edge of Chase Drive, and other tree vegetation which is planted along the existing north-south roads. The existing housing consists of mostly newer, large estates on Sonrisa and Chase Drive with older estates along Garretson. This village will focus on a medium density village core area centrally located in the northerly third of this village.

3.2.3

Village 3

This village is approximately 1,520 acres located in the south-east quadrant of the community. Village 3 is bounded by Foothill Parkway on the north, the city boundary and existing residential development on the east, the Cleveland National Forest on the south, and natural bluffs and landforms on the west. Most of the existing housing isolated in the east end of the village south of El Cerrito Road. Scattered estate housing occurs in the hills and at the base of the hills in the southern portion of this village. This village contains some unique physical characteristics as follows: the village is defined by hillsides along its southerly edge which extend northward from the Cleveland National Forest; the site slopes at a general gradient of 5.4 percent towards the north; the site is elevated for potential views to the north and, by its elevation, is visible from points within the city; unique ridge, canyon and natural drainage courses occur within the southeast portion of the village; and there are numerous mature eucalyptus trees which have been planted along existing roads and drainage courses. The focal point of activities for this village will occur within the medium density village core located along the northerly edge of the village just south of Foothill Parkway.

3.2.4

Village 4

This village is approximately 1,151 acres and is bounded by Foothill Parkway on the north, Main Street Canyon and bluffs on the east, the Cleveland National Forest on the south and the Oak Street Canyon on the west. This village has relatively few existing uses. These uses which do exist include the Foothill Properties Agricultural Headquarters on Chase Drive, a nursery to the southwest, a few estate houses which are located on Upper Drive and a communications facility which is located to the southwest of the Main Street Wash. The unique characteristics of this village include: the topography slopes at a general gradient of 5 percent from the base of the foothills to toward the north; the southerly fourth of the site is in hillsides and contains a geologic fault hazard zone which is identified within the City's General Plan; the Main Street Drainage course is within a low drainage area contained at the edges by bluffs which form the easterly edge of the village. This village will focus on a medium density village core area located in the north-central section of the village with access from Foothill Parkway, Upper Drive and a northerly loop road. One of the most unique characteristics of this village is that a major portion of this area is under single ownership and this ownership encompasses the total village core area. This offers the opportunity to create a core which is totally unified by land use and design elements that can be accomplished through this specific plan process.

Medium density village core areas will form the nucleus of village activities within each of those villages. As stated in the City's General Plan, village core areas are intended to be the focal points of the village planning area in terms of a place where residents can meet and participate in community activities. Examples of uses to be contained within the village core include: recreational centers, senior centers, parks, libraries, schools, churches, health clubs and other public facilities. Primary objectives for development in each of these village cores include the following: the basic community (non-commercial) support recreational facilities and educational facilities should be concentrated within the medium density core areas; and the village core design elements such as streetscape, trails etc. should be designed in a manner to achieve a unifying theme and identity to the villages. These components are described further in the land use and community design sections of this document.

Each of these villages should be developed to achieve a sense of unique character and identity as individual neighborhoods within the overall South Corona community. This shall be accomplished through coordination landscaping, special entry identification at the arterial road entrances to the village, landscaping at street edges and within the village cores. Specific design policies and standards for village image and identity are contained within Section 3.3 of this document.

COMMUNITY DESIGN

The purpose of the community design element is to encourage and ensure, to the maximum extent possible, the creation of a quality urban landscape. The various elements of the urban landscape, include not only the planted landscape, but structures, roads, buildings, the land itself and perhaps most importantly, the people. A city is a duality of interaction and privacy, workplace and home, marketplace and recreation. Creating this interaction, as well as providing for other human needs such as aesthetics, privacy and quiet, is a primary purpose of the community design element.

This section defines a set of ground rules to be used in assuring development of a quality urban landscape. A series of goals, objectives, policies and standards are outlined, where:

- o **Goals** are broad statements that define the community's hope for the future. They are general in that they do not indicate when and how these goals are to be accomplished.
- o **Objectives** are statements of intent that generally guide future decisions in specific topic areas.
- o **Policies** are more specific statements of intent to deal with particular problems in certain fashion. They begin to define the approach to be taken to achieve the plan objectives, and are in themselves the first step in the development of a solution as they form the basis for **Standards and Regulations**.
- o **Standards** are the more precise guidelines or rules which implement the goals and policies.

3.3.1

Community Design Goals

The City's General Plan identifies goals in all of the areas mandated by State law. These goals normally achieved through the use of the City's Zoning and Subdivision Ordinances, Capital Improvement Programs, and other regulatory or implementation tools. The City's General Plan goals are broad in that they apply to the City as a whole. The following are community design goals of the CFP that specifically relate to the South Corona area.

A. Character

The natural and man-made environment of South Corona shall be designed and coordinated to establish the identity of the City while also enhancing the overall character of the South Corona community and the individual character of the four villages of which it is comprised; to improve the image and appearance and to promote the functional efficiency of the City.

B. Land Use

Land use shall be developed and managed with respect to location, ownership, timing and density intensity of development in order to be consistent with the capabilities of the City to provide services. Land use shall be consistent with existing uses and ownership through compatibility with adjacent use, smooth transitioning and appropriate buffers when required. A land use pattern shall be developed which meets the basic needs of Corona residents for essential services, working and living areas, and areas for pursuit of leisure time actives.

C. Circulation

The organization of land uses within South Corona shall provide for efficient use of the private automobile, expand transit routes while concurrently supporting provision of a system of recreational trails including pedestrian, bikeways and equestrian trails.

D. Recreation

Recreational facilities shall be provided to meet the needs of all segments of the community for recreational activities and social interaction.

E. Natural Resources

The community's natural resources shall be respected, and protection, preservation, and enhancement of those resources shall be encouraged. Resources include existing mature trees, viewshed hilltop and ridges, natural streams and drainage areas and open spaces and the adjacency and access to the Cleveland National Forest. (Refer to Exhibit 3.3-1)

In summary the overall goal of the CFP is to provide for the implementation of the General Plan, with emphasis on the topic areas of community character, circulation, infrastructure, commercial services, parks, recreational trails, land use and other public service activities.

3.3.2 Community Character

Community character is an overall topic area which is difficult to define, as it is influenced by many intangibles. In this document, community character consists of a number of elements, including:

- o Sense of Community Identity**
- o Open Space and Rural Character**
- o Architectural Design**
- o Landscape Design**
- o Protection of Significant Landform Features**



**SOUTH CORONA
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- [Project Boundary] PROJECT BOUNDARY
- [Village Boundary] VILLAGE BOUNDARY
- [Village Number] VILLAGE NUMBER
- [Existing Plat] EXISTING PLAT
- [Existing Morphology] EXISTING MORPHOLOGY
- [Natural Drainage Course] NATURAL DRAINAGE COURSE
- [Significant Landscape Zone] SIGNIFICANT LANDSCAPE ZONE
- [Steep Grade over 25%] SLOPE GRADIENT OVER 25%

**PRESERVATION OF
LANDFORM FEATURES**



EXHIBIT 3.3-1

The following community character objectives and related policies are structured to reflect these elements.

3.3.2.1 Objective

Development in South Corona should be guided by design standards and guidelines which reinforce the sense of community identity, and yet be visually associated as part of the City as a whole.

3.3.2.2 Policies and Standards

- A. **Policy** - Reinforce South Corona's identity by the use of appropriate architecture for commercial and public buildings.

Standards:

1. Establish a dominant architectural theme for commercial and public buildings. The Spanish Colonial style has a diversity of historical roots and typifies a dominant historical style in South Corona suitable for commercial buildings and school and park buildings. Flexibility for contemporary interpretation of the Spanish traditional styles shall also be provided.
2. Recognizing that imposing a predominant architectural style in residential areas is not necessarily easy nor desirable, a variety of architectural themes are encouraged in each village. Due to the warm, semi-arid nature of South Corona, the architectural styles chosen should consist of hardy materials with sensible maintenance.

- B. **Policy** - Reinforce community identity and create a sense of continuity throughout the area through appropriate landscape features within the arterial rights-of-way. Landscape maintenance districts will be established to maintain landscaping within the public rights-of-ways and landscape easements.

Standards:

1. The use of existing street tree species that occur north of Ontario shall be continued into the South Corona community at Magnolia, Buena Vista, Taylor, Fullerton and Rimpau Avenues in order to strengthen South Corona's identity with the existing City.

2. A hierarchy of street tree themes consistent in scale and type to the arterial use shall be developed within the arterial rights-of-way as follows: (Refer to Exhibit 3.3-2)
 - (a) Magnolia Avenue - Main Street Parkway tree - California Fan Palm and alternating round-headed deciduous street trees. Crepe-Myrtle median tree (Exhibit 3.3-6).
 - (b) Foothill Parkway - Parkway tree - Carrotwood. Median Tree - Mexican Fan Palm alternating with Carrotwood (Exhibit 3.3-10).
 - (c) Upper Drive - Street tree - Chinese pistache. Formal upright Eucalyptus trees shall be used as the backdrop tree (Exhibit 3.3-15).
 - (d) Rimpau, Lincoln Avenues - Formal upright columnar evergreen or deciduous street trees shall be developed along these streets. The same palette is to be used on both sides of street (Exhibits 3.3-9 and 3.3-11).
 - (e) Collectors, Village Loop Roads, Kellogg Avenue - Formal Village Core theme trees, formal round-headed evergreen street tree on opposite side of street (Exhibits 3.3-12, 3.3-13, and 3.3-16)
 - (f) Ontario Avenue - Residential Edge - Informal village edge trees, type by village theme on South Corona side. Round-headed evergreen median tree. Existing trees on Corona side of street (Exhibits 3.3-3 and 3.3-5).
 - (g) Commercial Edges - California Fan Palm street tree and informal landscape buffer by developer both sides of street (Exhibit 3.3-4, 3.3-7, and 3.3-8).
 3. Improvements within the street right-of-way and landscape lots shall be in accordance with City standards related to landscape maintenance districts, slope gradients, and plant material quantity and species.
- C. Policy - Concentrate commercial development adjacent to existing commercial uses and at highly accessible and visible locations within the community as adopted in the General Plan.

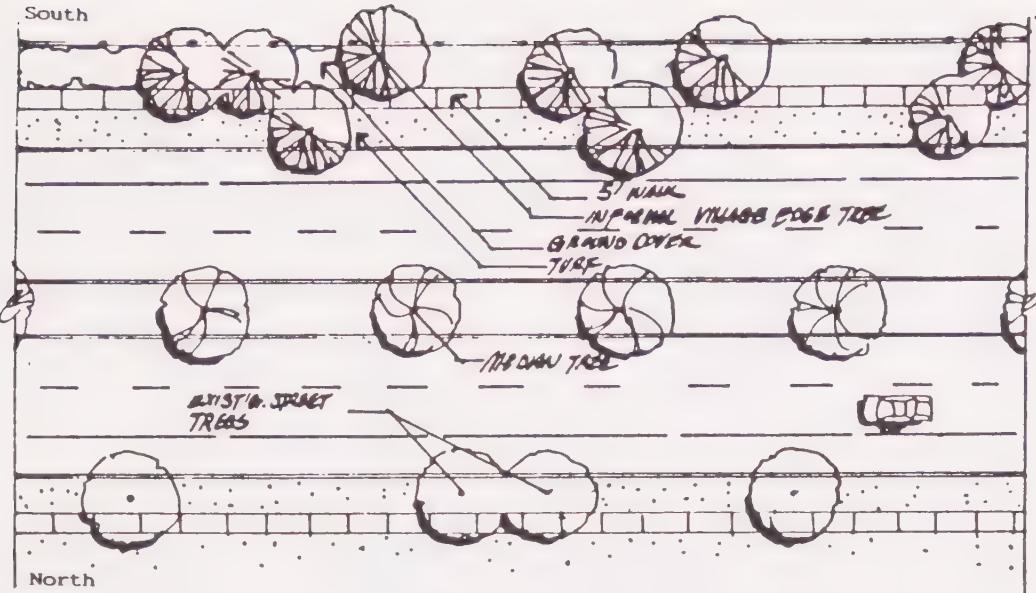
**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA

- | | |
|---------|----------------------------|
| [S] | Streetscape Section Number |
| — | Major (6) Arterial |
| - - - | Major (4) Arterial |
| - - - - | Divided Secondary Arterial |
| | Secondary Arterial |
| | Collector |

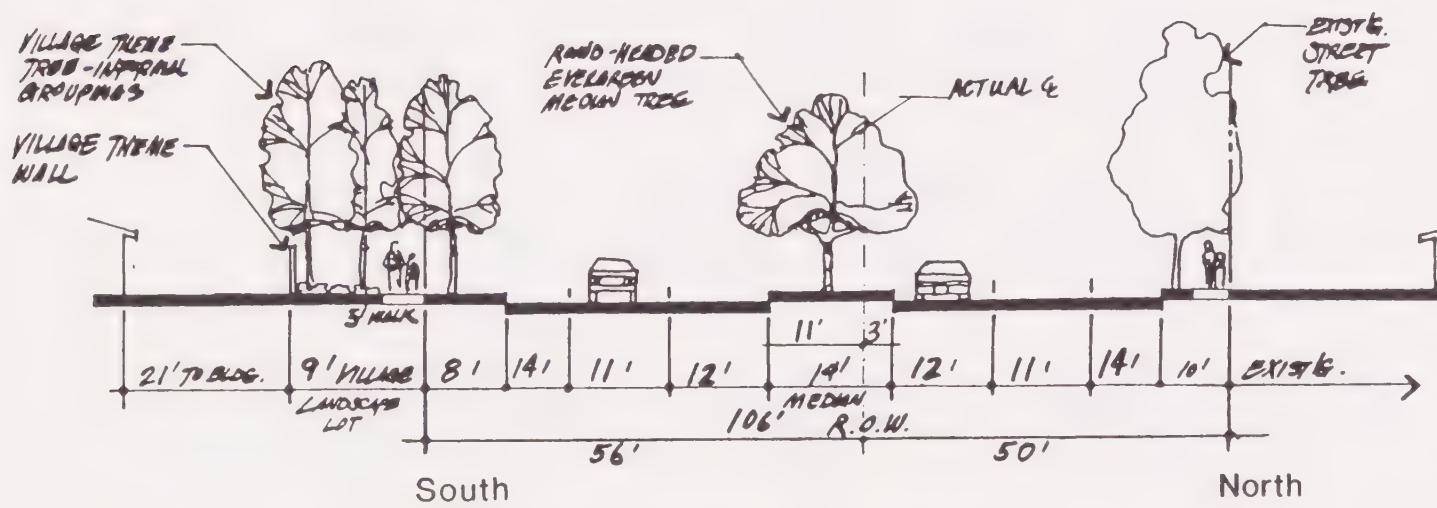


STREETScape SECTION INDEX

EXHIBIT 3.3-2



**SOUTH CORONA
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PREPARED FOR THE CITY OF CORONA



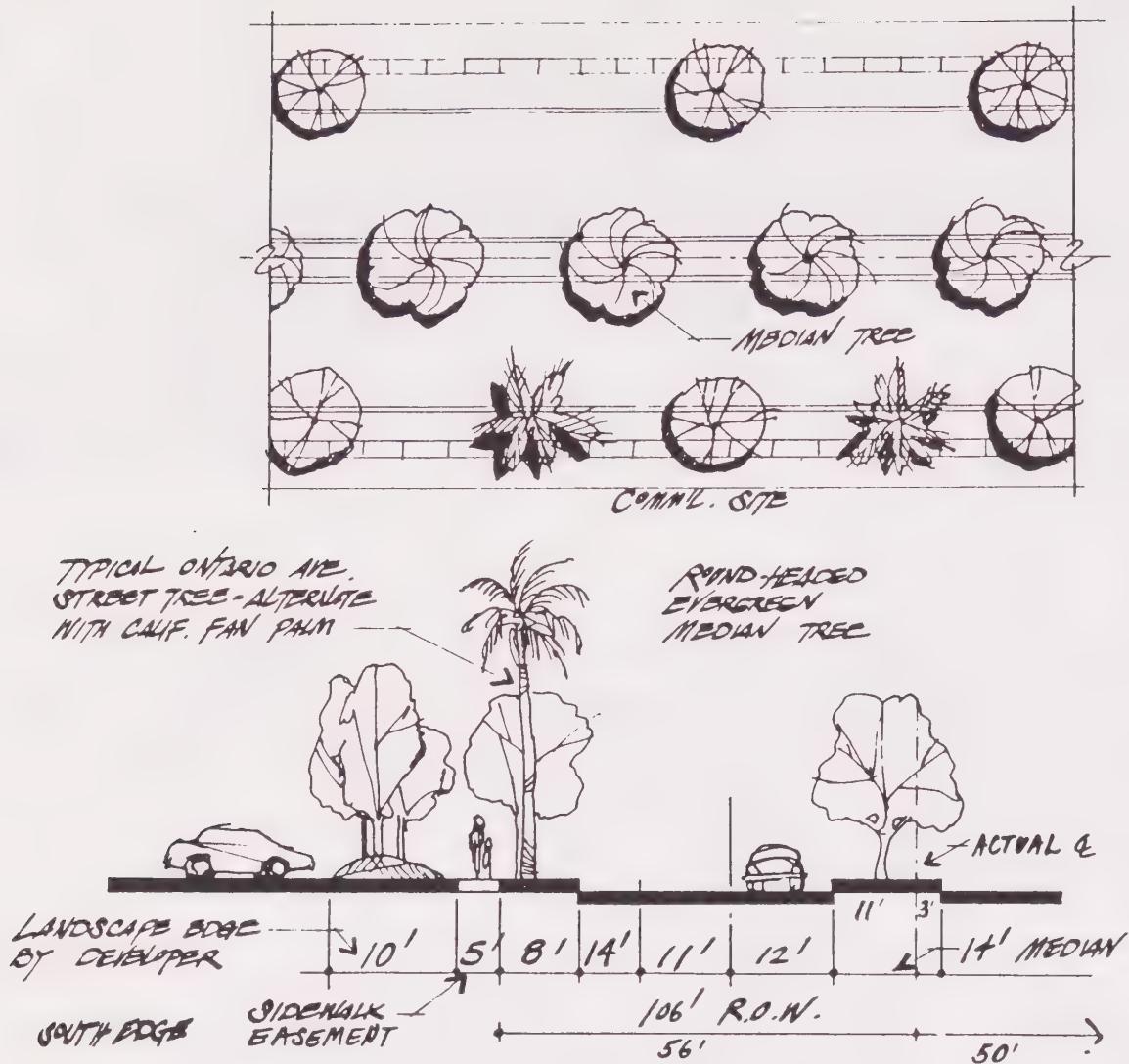
**ONTARIO AVE.
RESIDENTIAL EDGE**
(Magnolia to Rimpa)

STREETSCAPE 1



EXHIBIT 3.3-3

**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA



NOTE: Only the south side is shown, see Streetscape 7 for detail of north side.

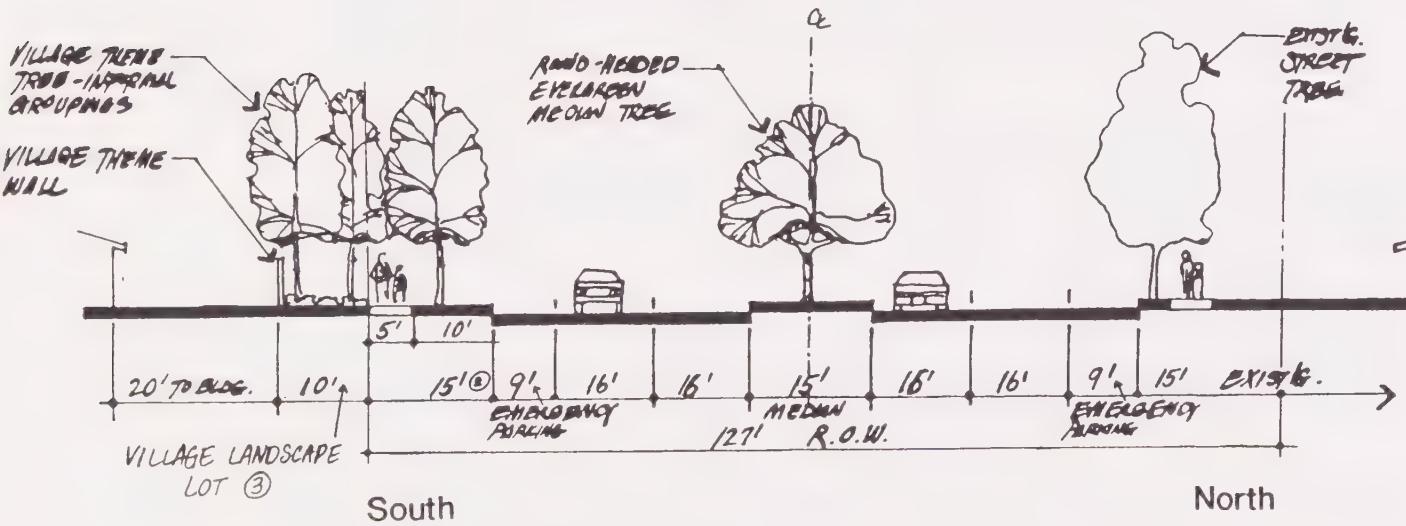
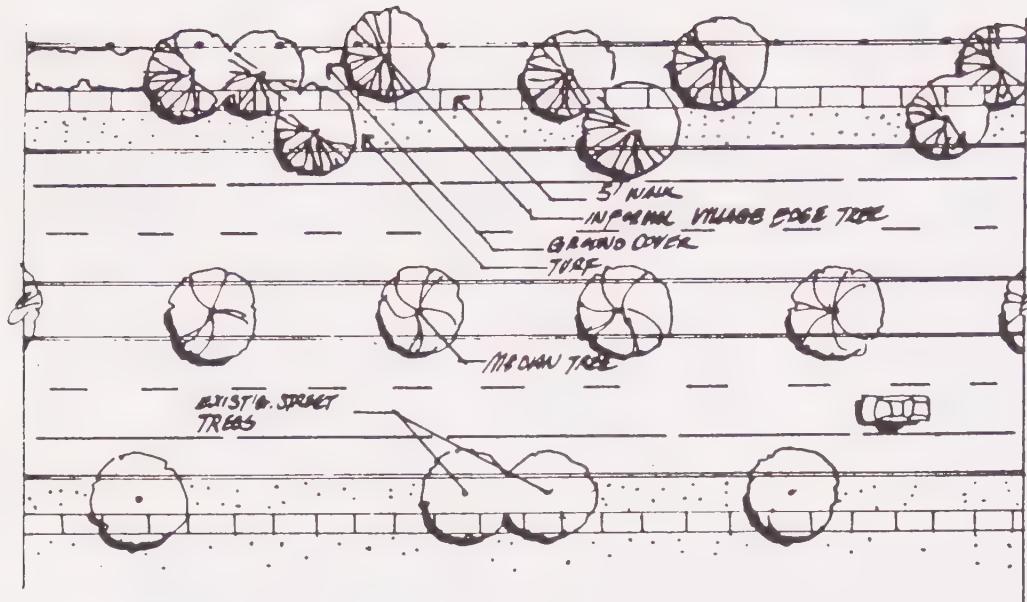
**ONTARIO AVE.
COMMERCIAL EDGE**

(Main to Magnolia, and
Rimpau to I-15)

STREETSCAPE 2



EXHIBIT 3.3-4



**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA

ONTARIO AVENUE

(Main Str. to Lincoln Ave. – Existing
127' R.O.W.)

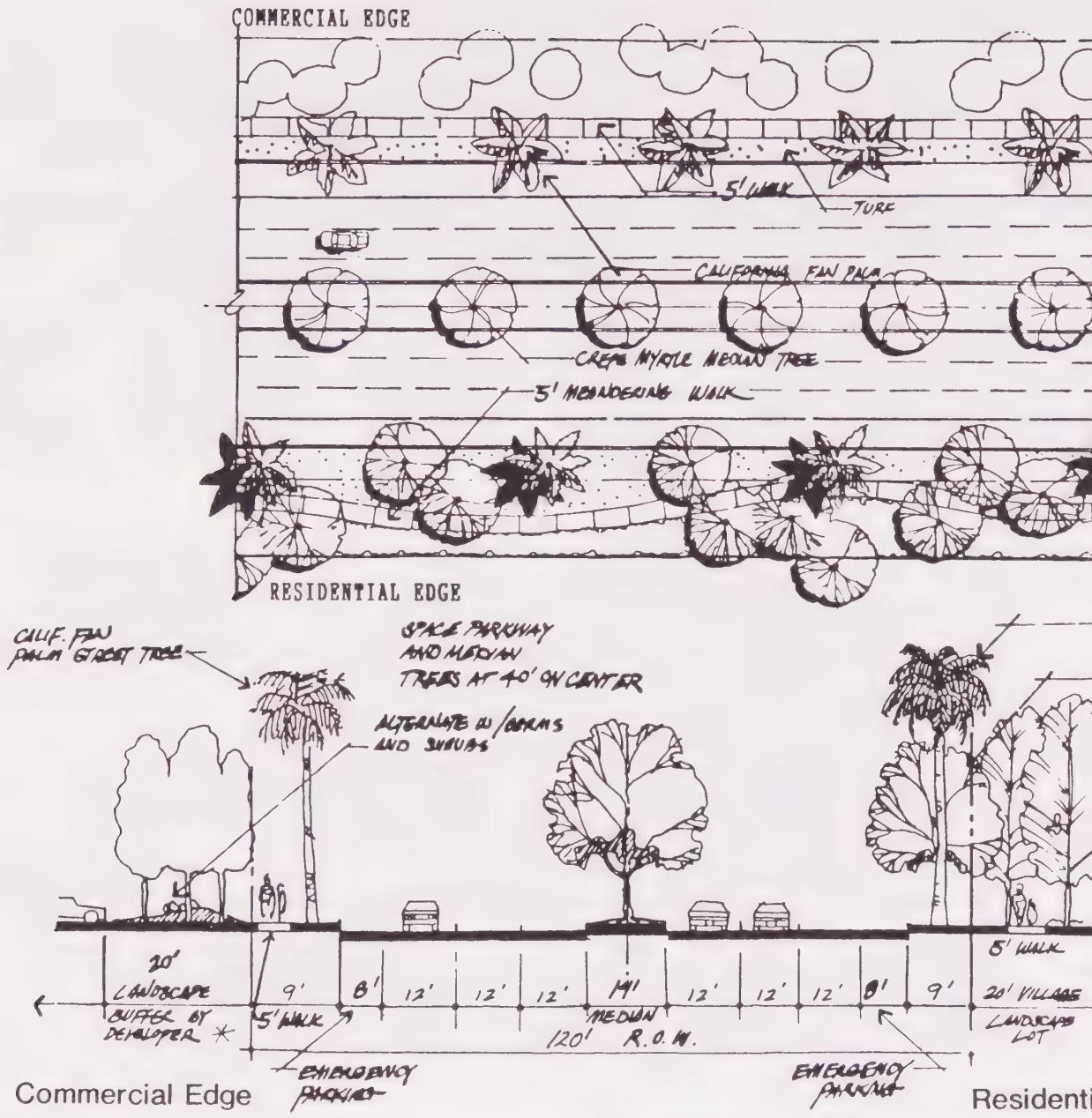
Notes:

1. Sections will vary at intersections to accomodate the buildout intersection geometry.
2. Parkway width may vary to accomodate improvements or obstructions within the right-of-way, as required by the Public Works department.
3. Adjacent to Commercial, the landscape area shall be by developer, not L.M.D.

STREETSCAPE 3



EXHIBIT 3.3-5



SOUTH CORONA COMMUNITY FACILITIES PLAN

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Note: Adjacent to Commercial Edge the landscape lot shall be a landscape buffer by Developer (not acquired by LMD)

MAGNOLIA AVENUE (Ontario to Main)

STREETSCAPE 4

1

EXHIBIT 3.3-6

**SOUTH CORONA
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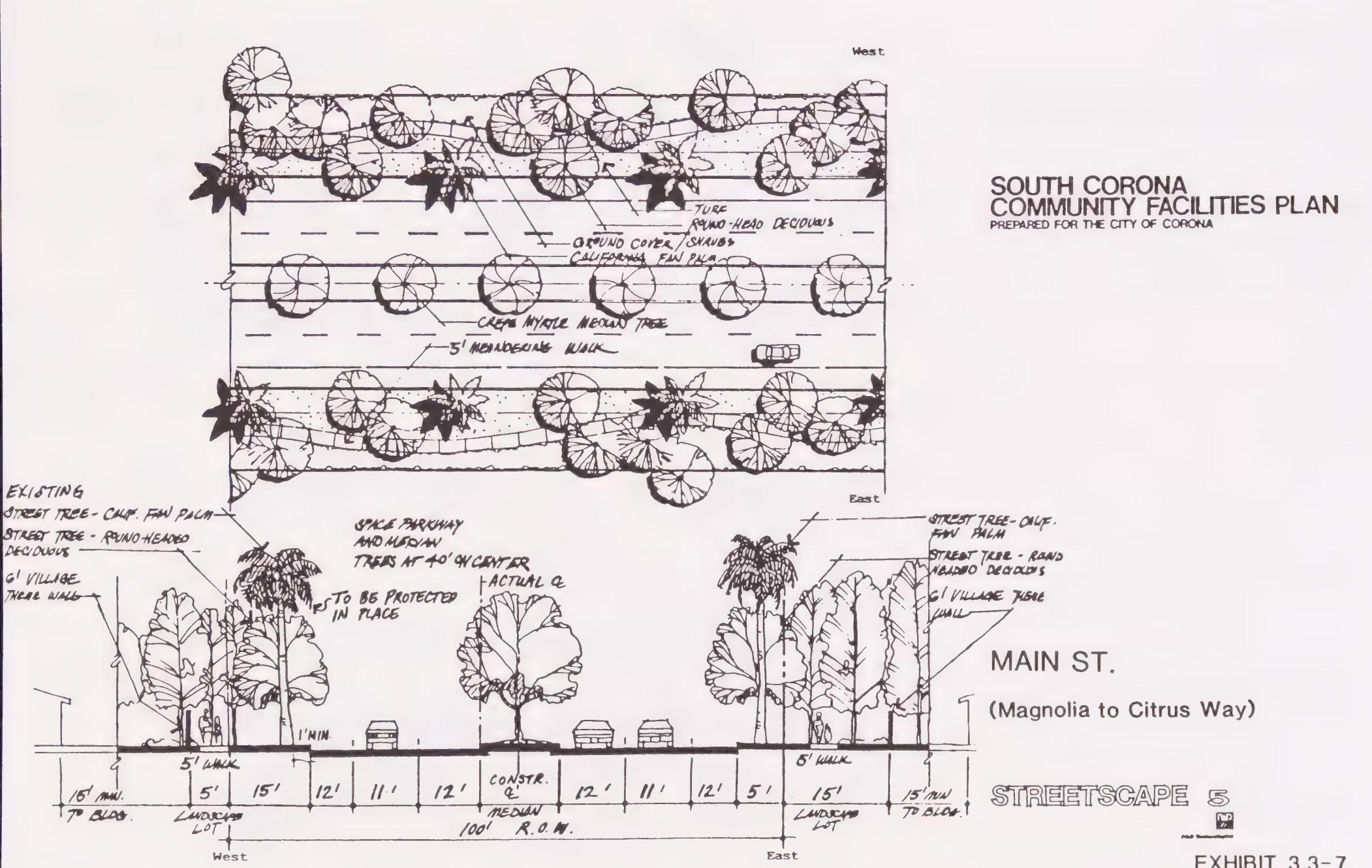
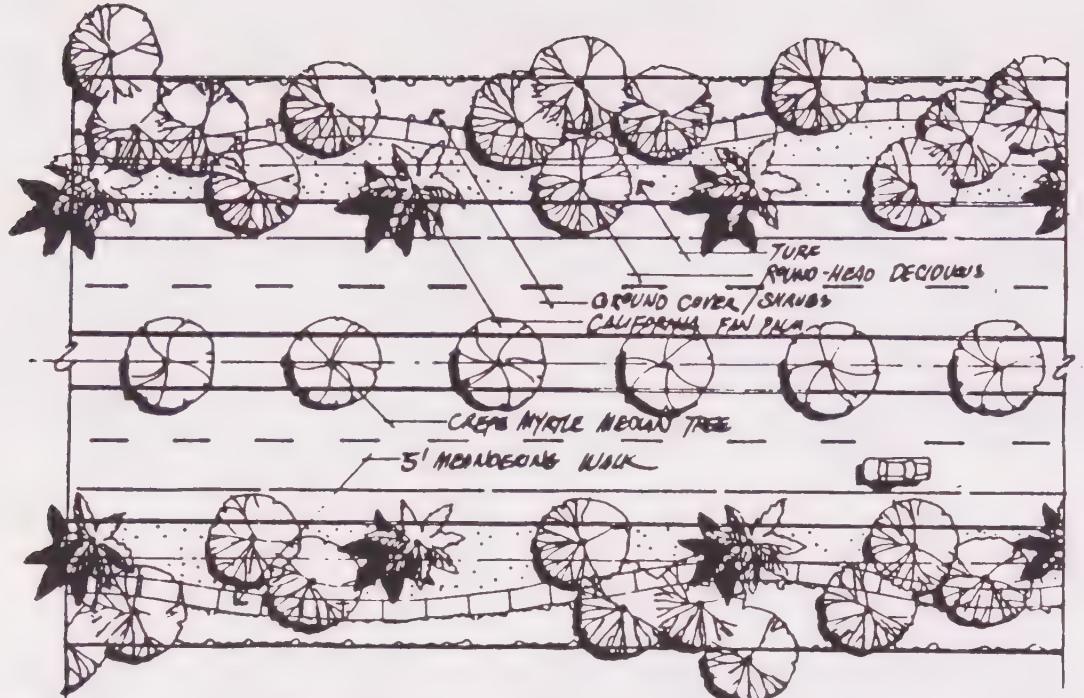


EXHIBIT 3.3-7



**SOUTH CORONA
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PREPARED FOR THE CITY OF CORONA

MAIN STREET

(Ontario Ave. to Magnolia Ave.)
(Citrus Way to Mountain Gate Dr.)

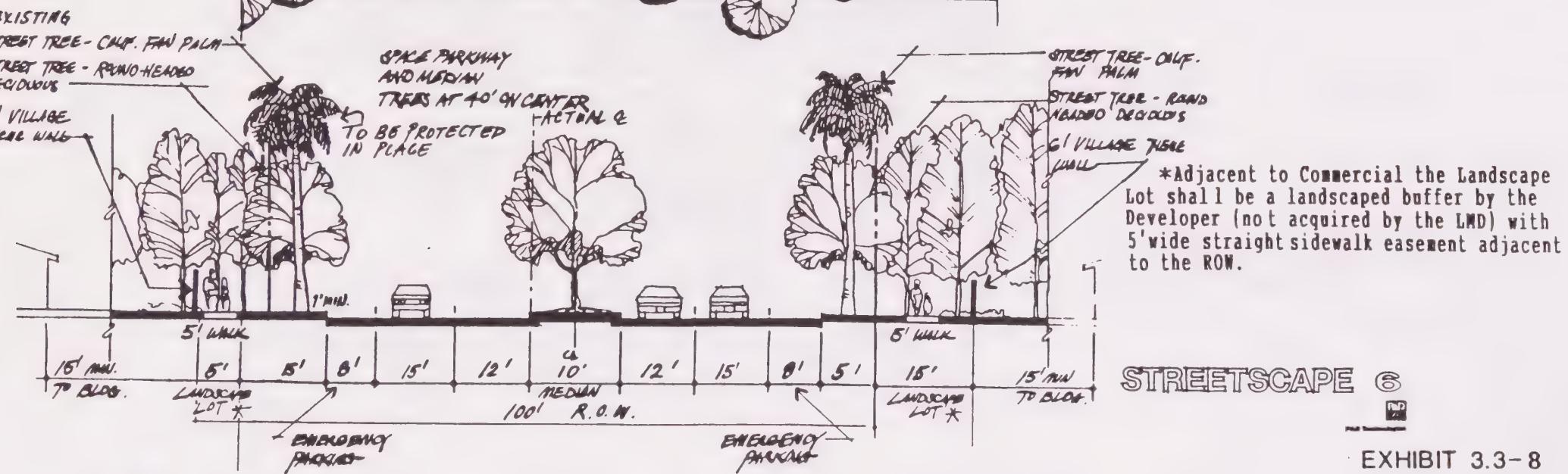
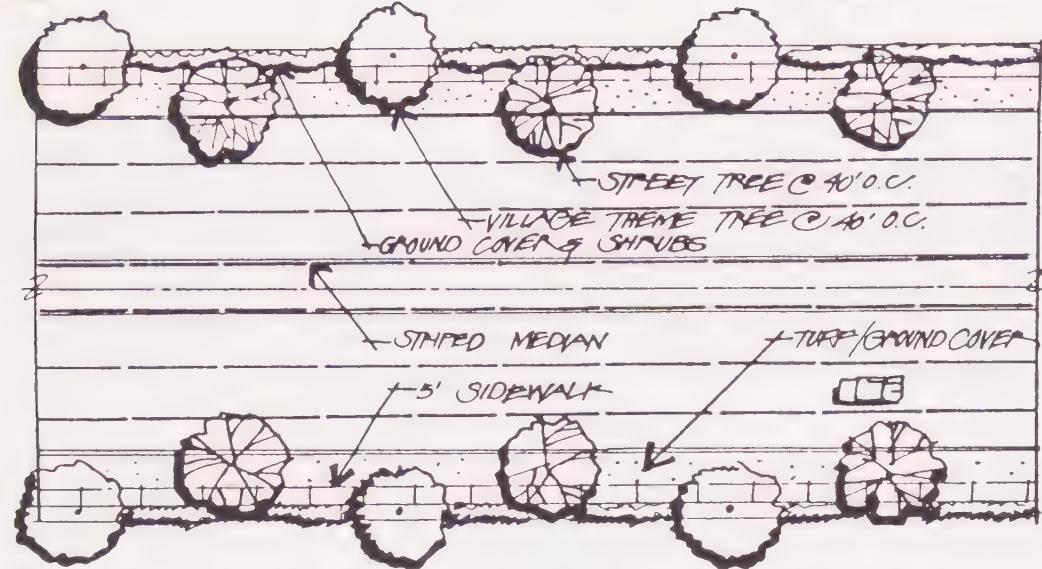
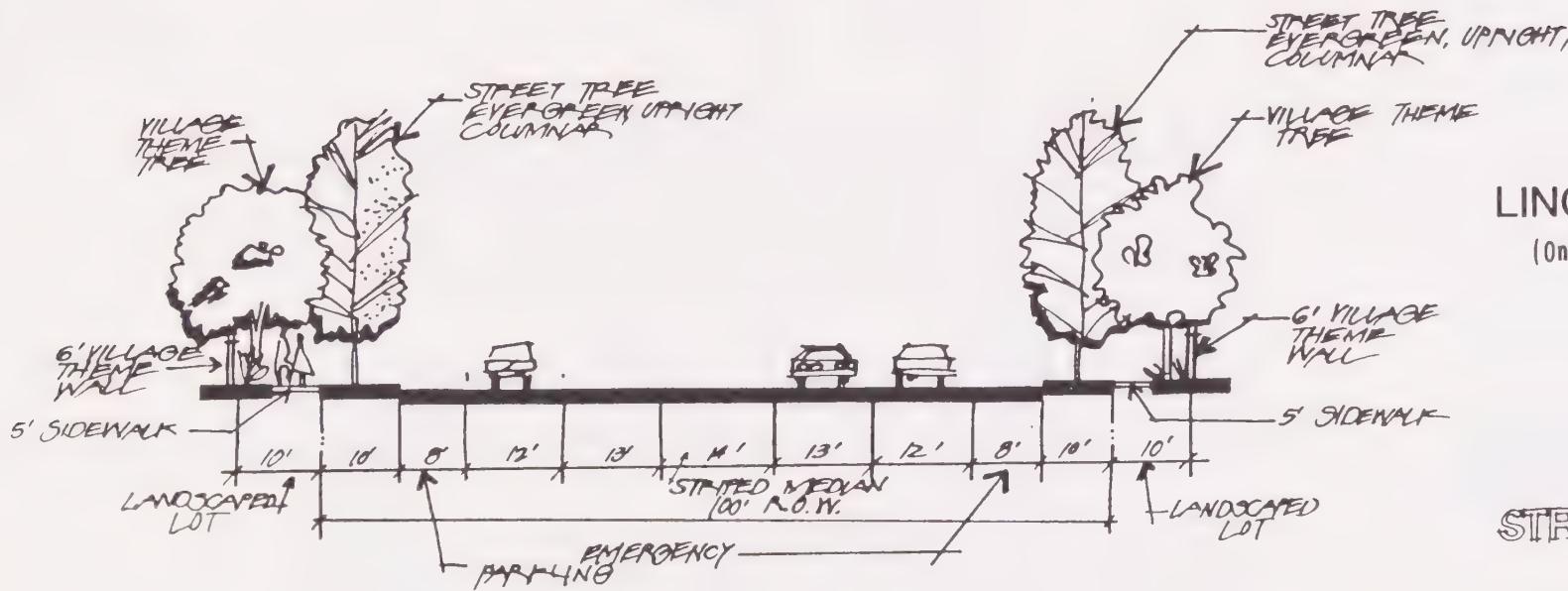


EXHIBIT 3.3-8



**SOUTH CORONA
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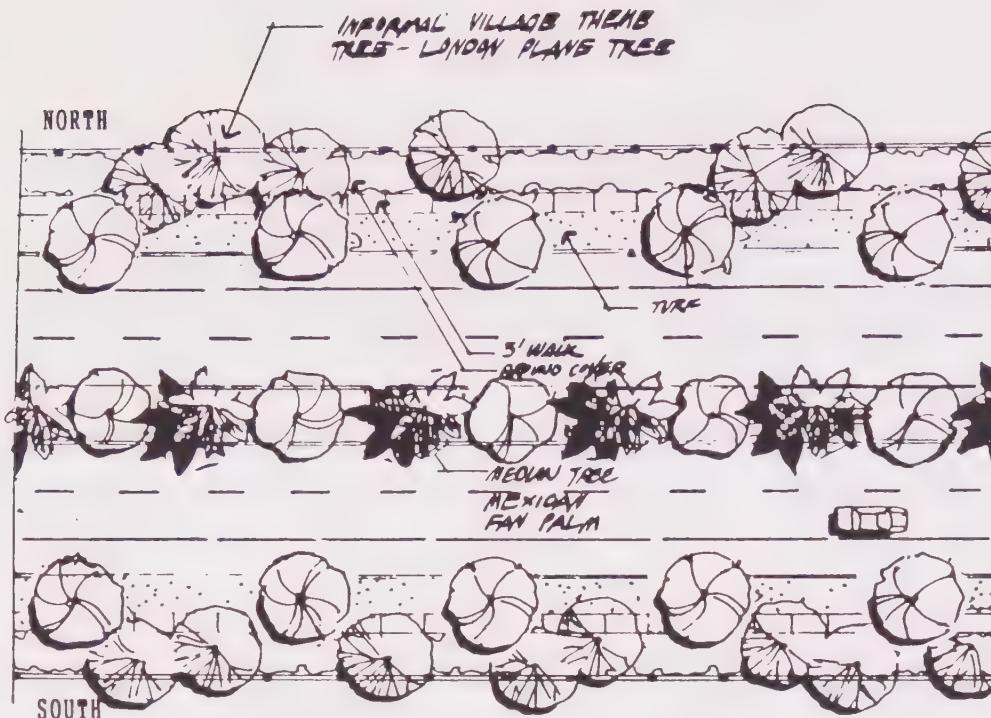


LINCOLN AVE.
(Ontario Ave. to Mountain Gate Drive)

STREETSCAPE 7

EXHIBIT 3.3-9

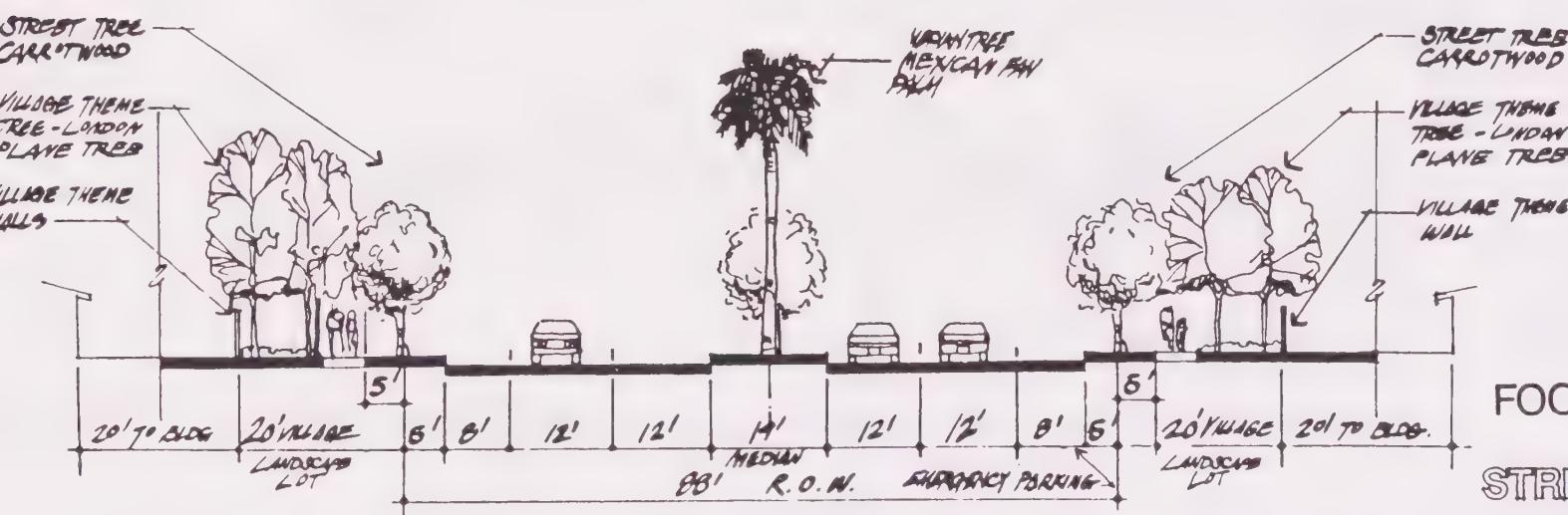
Note: Between the HWD Easement and Foothill Pkwy. an 8' bike path shall be located on the west side of the street per Appx. 3.



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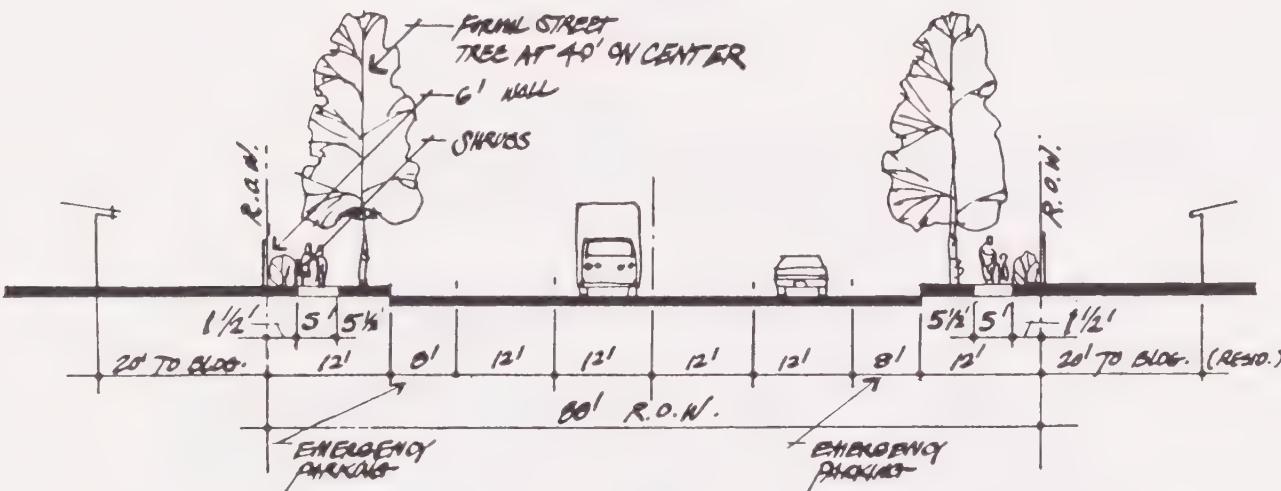
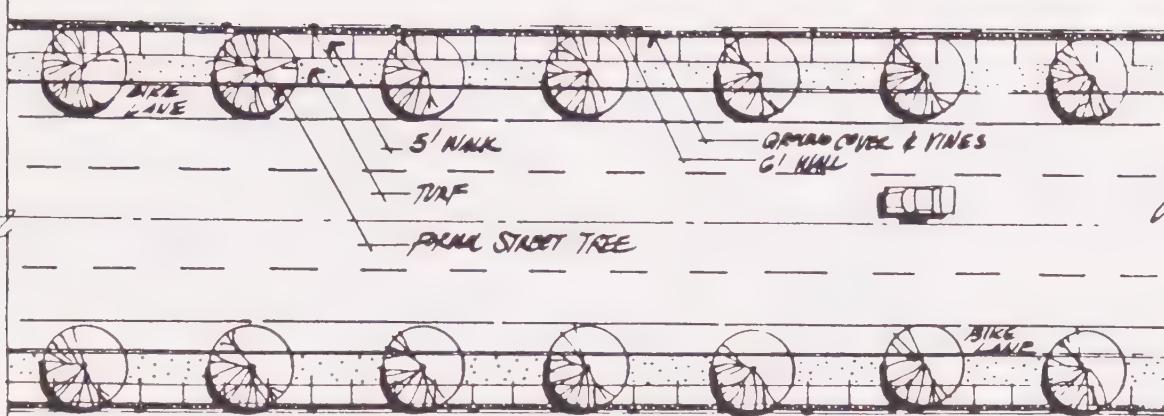
NOTE:

There is a bikeway on the north side from Lincoln, easterly to Chase that is 8' wide per Appx.3



FOOTHILL PARKWAY
STREETSCAPE 8

EXHIBIT 3.3-10



SOUTH CORONA COMMUNITY FACILITIES PLAN

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SECONDARIES

- FULLERTON AVENUE
(Ontario Ave. to Foothill Pkwy.)
 - HIGHGROVE STREET *
(Lincon to Foothill Pkwy.)
 - CALIFORNIA AVENUE *
(Ontario Ave. to Foothill Pkwy.)
 - RIMPAU AVENUE
(Ontario Ave. to Valencia Ave.)

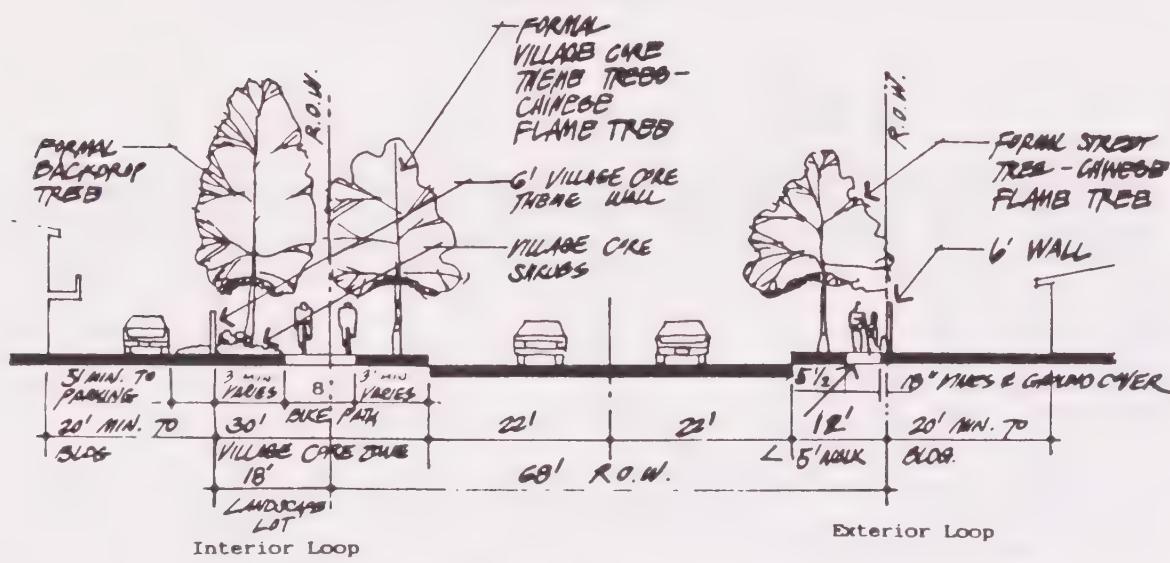
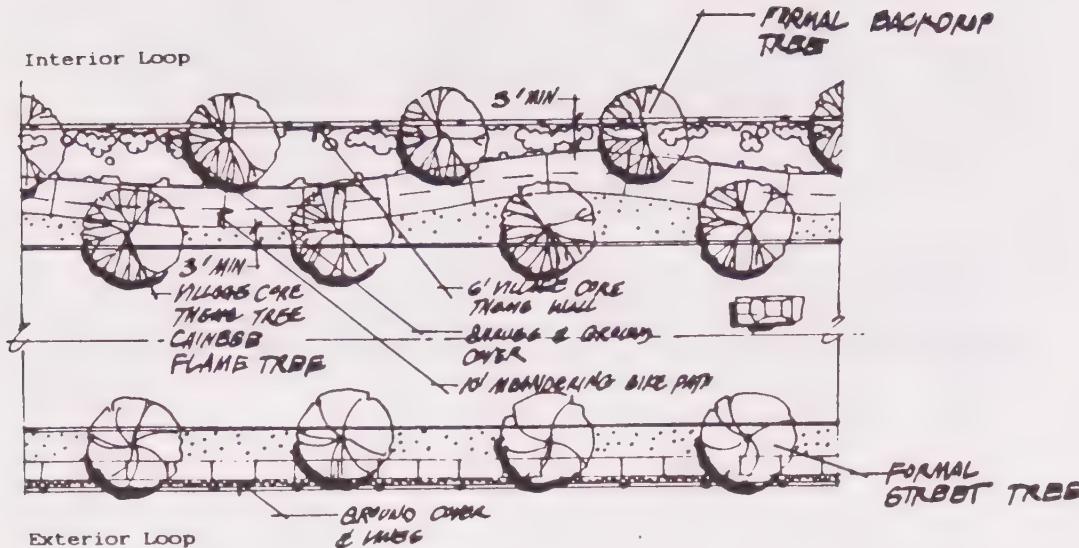
*NOTE: The north side of Highgrove between Montoya Dr. and Citrus Way has an additional 18' LMI lot for a bikeway per Appx. 3.

*** * Note:** The section of California Ave. adjacent to Commercial property shall have an additional 20' landscape buffer by Developer from the R.O.W.

STREETSCAPE 9

112

EXHIBIT 3.3-11



SOUTH CORONA COMMUNITY FACILITIES PLAN PREPARED FOR THE CITY OF CORONA

VILLAGE LOOP ROADS

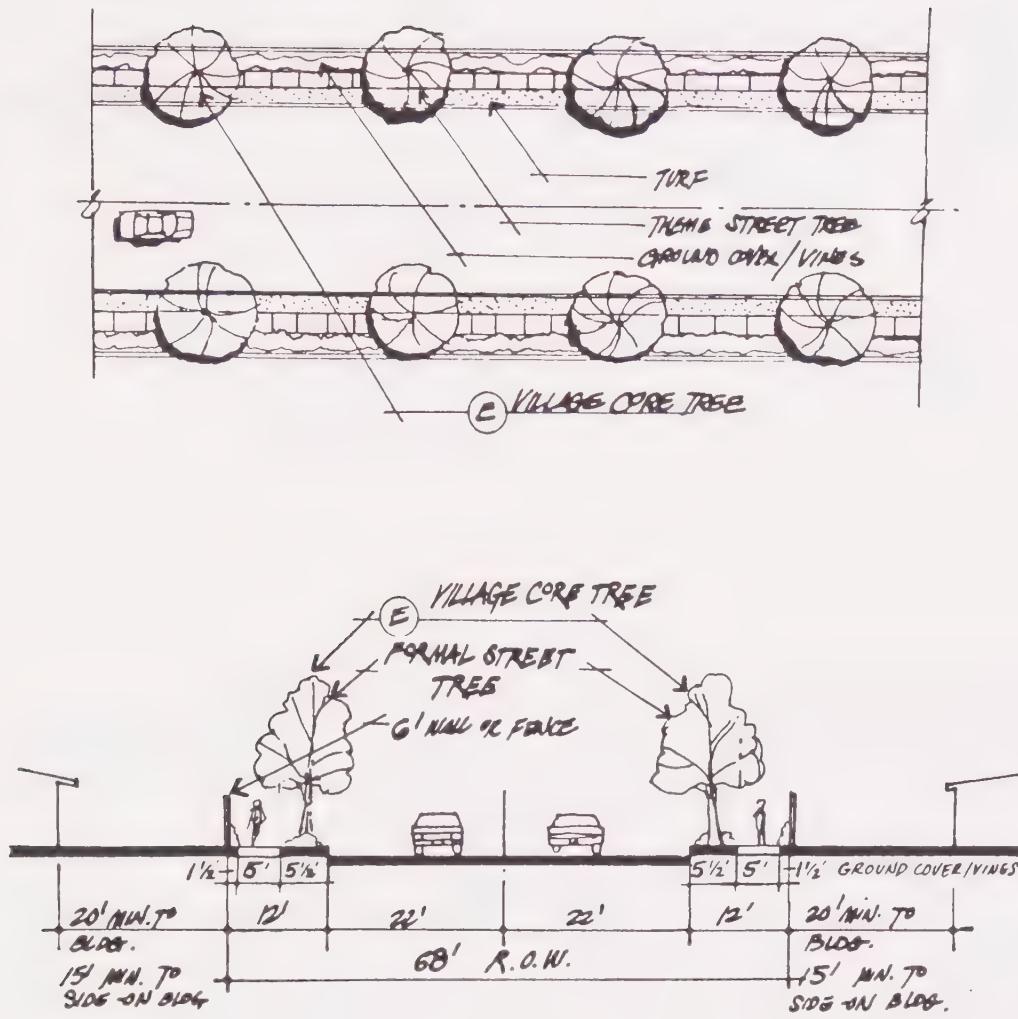
- Montoya Drive
(Highgrove St. to Main St.)
- Citrus Way
(Highgrove St. to Main St.)
- Santana Way
(Kellogg Ave. to Taber St.)
- Taber Street
(Fullerton Ave. to Rimpau Ave.)
- Valencia Drive
(Upper Dr. to California Ave.)

Note: See Streetscape 12 for Village 4 loop roads.

Note: Bike path is 8' paved plus 2' graded shoulders on each side, per Appx. 3.

STREETSCAPE 10

EXHIBIT 3.3-12



SOUTH CORONA COMMUNITY FACILITIES PLAN

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COLLECTORS

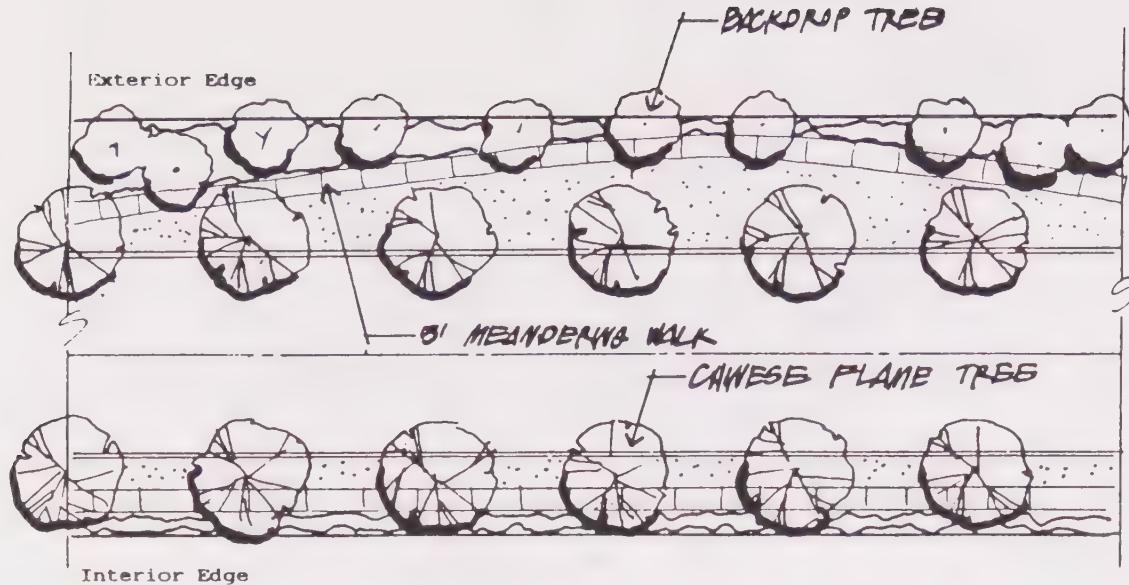
- BUENA VISTA AVE.
(Ontario Ave. to Montoya Dr.)
- TAYLOR AVE.
(Ontario Ave. to Montoya Dr.)
- SANTANA WAY
(Magnolia Ave. to Kellogg Ave.)
- TABER ROAD
(Rimpau to California Ave.)
- FULLERTON AVE.
(Foothill Pkwy. to Cleveland Dr.)
- CLEVELAND WAY
(Fullerton Ave. to Upper Dr.)
- RIMPAU AVE.
(Valencia Dr. to Upper Dr.)
- CALIFORNIA AVE.
(Foothill Pkwy. to Upper Dr.)
- VALENCIA DR.
(East of California Ave.)
- HIGHGROVE ST. *(Foothill Pkwy. to Mountain Gate Dr.)
- MOUNTAIN GATE DR. *
(West of Lincoln Ave.)

* Note: See Exhibit 10.2F of SP-89-1 for modified section.

STREETSCAPE 11



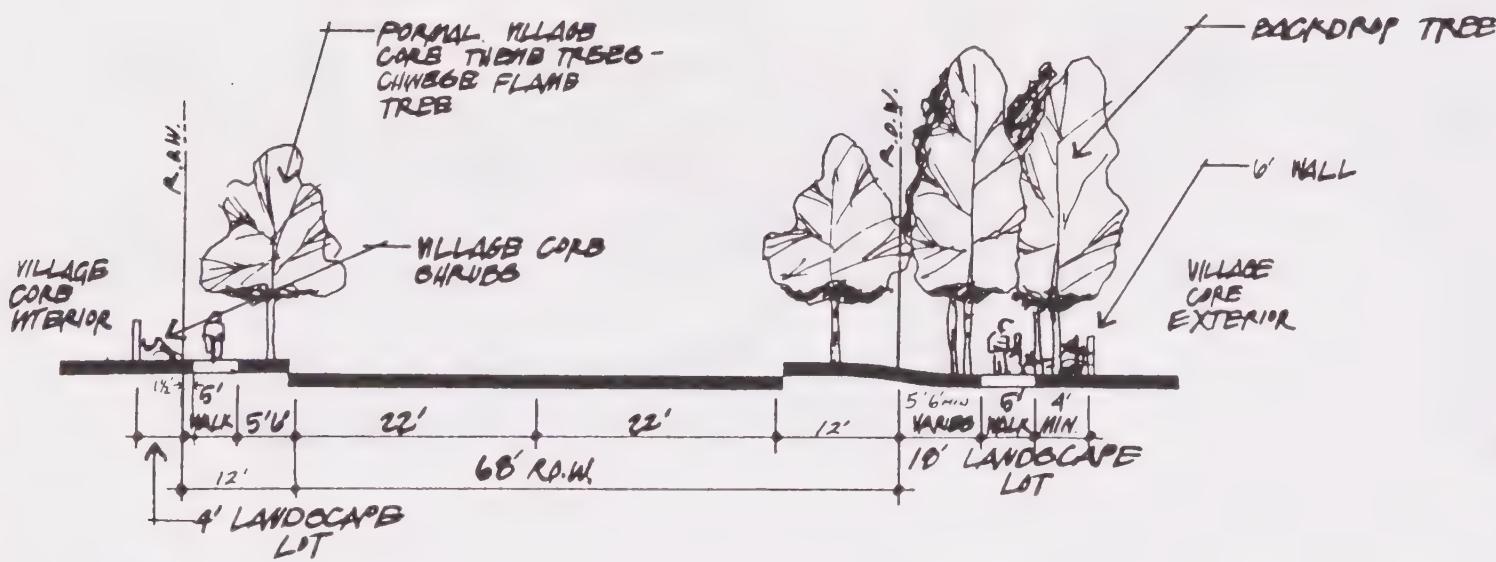
EXHIBIT 3.3-13



SOUTH CORONA COMMUNITY FACILITIES PLAN PREPARED FOR THE CITY OF CORONA

VILLAGE 4 LOOP ROADS

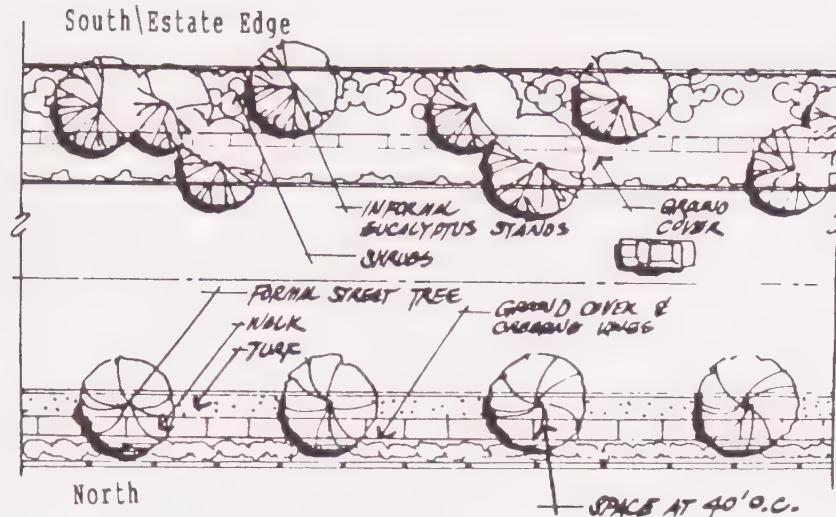
- Mountain Gate Drive
(Lincoln Ave. to Main St.)
- Main Street
(Mountain Gate Dr. to Upper Dr.)
- Upper Drive
(Lincoln Ave. to Main St.)



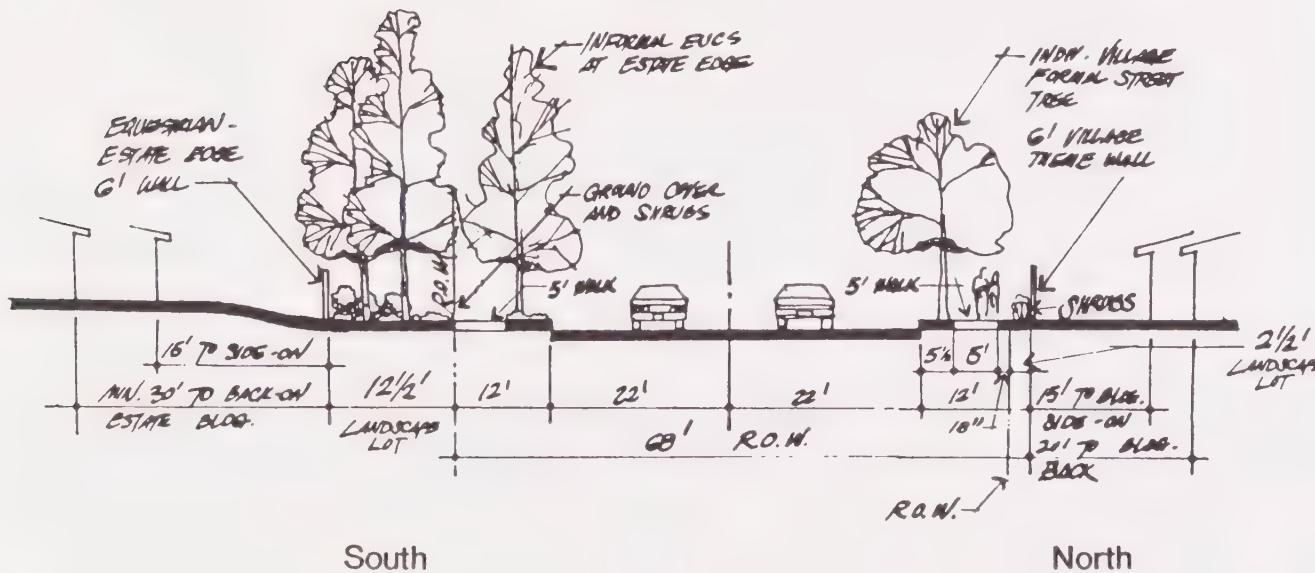
STREETSCAPE 12



EXHIBIT 3.3-14



**SOUTH CORONA
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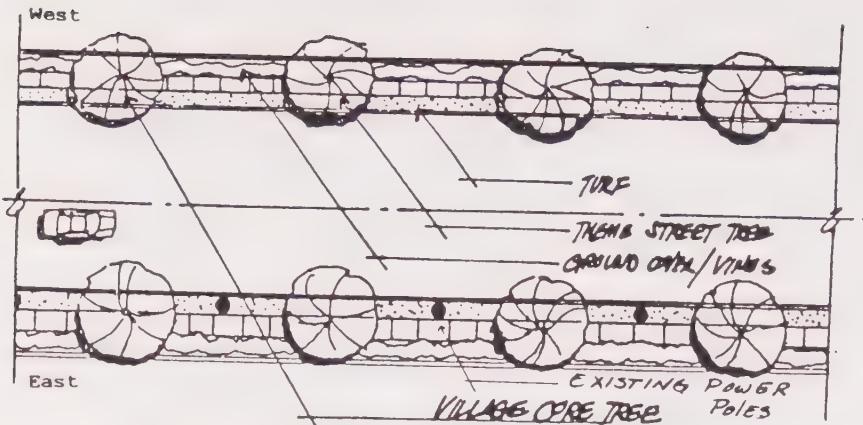
UPPER DRIVE

(between Main St. and California Ave.)

STREETSCAPE 13

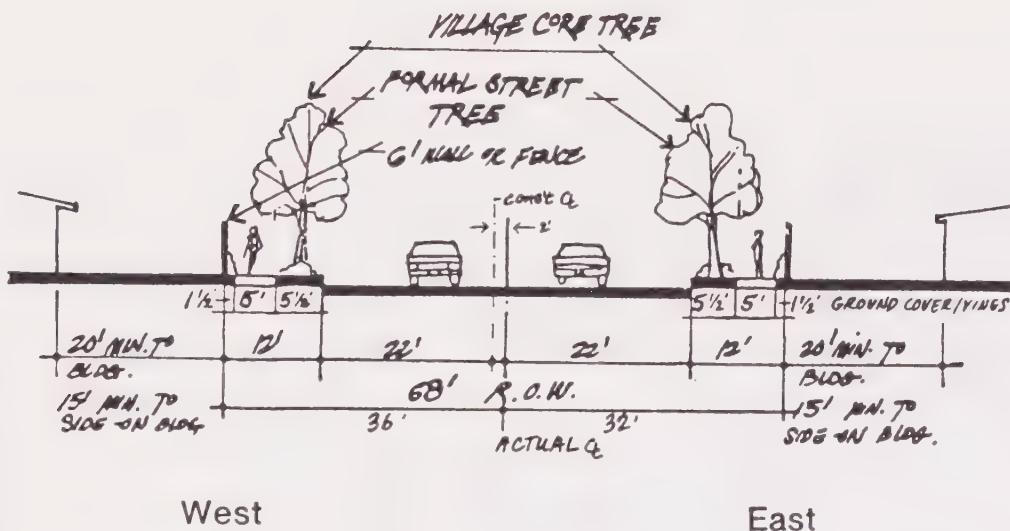


EXHIBIT 3.3-15



SOUTH CORONA COMMUNITY FACILITIES PLAN

PREPARED FOR THE CITY OF CORONA



NOTE: The existing power poles on the east side of the street shall remain. The existing pepper trees on the west side shall be retained to the discretion of the Parks Department.

KELLOGG AVENUE (Ontario to Chase Dr.)

STREETSCAPE 14

EXHIBIT 3.3-16

Standards:

1. The main commercial development area is recommended to be adjacent to significant existing commercial uses between Taylor and Magnolia at Ontario Avenue. This zone will form the terminus of commercial activities along Magnolia and Main incorporating a collection of retail shops, major market, restaurants and sandwich shops, public library and offices in a significant open mall-like configuration. A predominant Spanish-inspired architectural style shall be developed and tied together with on site pattern paving, theme landscaping and street furniture including seating, lighting, trash receptacles and information kiosks. This main commercial zone can thus make a significant gateway into South Corona.
 2. A second commercial development area is recommended at California and Ontario Avenues. Market and retail shops can easily serve Villages 2 and 3 and with theme landscaping and paving, form an important eastern entry gateway. A predominant Spanish-inspired architectural style shall be developed as in the main commercial development, tied together with on site pattern paving, theme landscaping and street furniture.
 3. The third commercial development area is planned on Main Street at Chase Drive between Foothill Parkway and Mountain Gate Drive. The predominant Spanish-inspired architectural style shall be developed as in the other commercial developments.
 4. Existing commercial uses are encouraged to be upgraded to better integrate with surrounding commercial properties by the use of the architectural guidelines established in the CFP.
- D. **Policy - Reinforce South Corona's relationship to the City** through compatible adjacent uses and continuation of key existing street tree palettes into South Corona on adjoining streets.

Standards:

1. Land use is covered under Section 3.1 and compatible adjacent uses implies gradual transitioning of densities from one land use category to another adjacent. Estate uses shall always be adjacent to single family detached and not next to attached product or commercial

development unless the estate area is separated by a greenbelt or an arterial roadway. Multi-family and more single-family development shall be concentrated in four Village Cores with arterial streets separating this density from less dense single-family products.

2. Continuation of key existing street tree palettes into South Corona on adjoining streets will lessen the impact of new and existing development. The arterials affected are Buena Vista, Taylor, Fullerton and Rimpau Avenues. The intent is to carry the dominant existing species into adjoining streets up to the first intersection encountered after Ontario Avenue.

3.3.3

Open Space

Objective - The rural character which now characterizes South Corona and contributes to its atmosphere should be used to help define overall community character.

- A. **Policy** - Connect each of the four villages with a continuous open space recreational trail system.

Standards:

1. The opportunity exists for the four villages to be connected with an interconnecting bicycle trail linkage system. Each Village Core shall be bordered by Class I bike path which may be linked to one another by Class II bike paths. Arterials may be linked by Class II trails connecting the whole of South Corona. The CFP does not propose Class II bike trails, however Class II trails within the emergency parking lanes of the arterial roads could be proposed within a specific plan or subdivision map. Such proposals will be subject to approval by the City Council. A Class I bike path shall be located within the MWD easement, Foothill Parkway, and Chase Drive traversing the City east and west. The City shall coordinate with the Metropolitan Water District with regard to specific design, placement and location of the trail and landscaping within the MWD easement.
2. As an alternative to the above, Class I bike trails may be developed centrally within the Village 1, 2, and 4 cores linking community and neighborhood parks located in the Village Cores. The nature of this alternative shall be a 30' wide "green belt" with a meandering 8' paved bikepath with 2' graded landscaped shoulders on both sides, similar in concept to the Village Core Edge, except the theme trees shall be in informal groups instead of formal lines to reflect a park like setting. The feasibility of accomplishing a central trail-open space connection

system will depend entirely on the coordination of the various property owners within the village cores to coordinate their planning efforts by developing a comprehensive specific plan for the entire Village Core area. If this cannot be accomplished, then the trail linkage system shall be developed along the edge of the Village Cores as described in 1 above and illustrated on Exhibit 3.3-18 (see Exhibit 3.3-18 in Section 3.3.5.4).

- B. **Policy - Protection of significant landform features shall be required such as existing eucalyptus stands and certain natural drainage courses (see "Preservation of Landform Features" Exhibit 3.3-1).**

Standards:

1. Significant eucalyptus windrows exist as part of the citrus agriculture which formed the economic basis for Corona in the past. Significant stands of eucalyptus also exist along a major drainage stream located southeast in Village 3. These trees have historical and aesthetic value and shall be preserved where feasible. Proposals to remove existing trees will be reviewed and approved by the Director of Parks and Recreation if he so determines that removal is justified. Such justification will be based on the health of the trees and other factors such as the need to locate roads and utilities which may not otherwise be able to be located without the need to remove trees.
2. The California Fan Palm marks two historically important arterials in Corona, Main Street and Chase Drive. They are recommended to be the street tree along a widened Magnolia Avenue and Main Street forming the major access/entry into South Corona. East of Garretson, Chase Drive will remain a local road and the existing palms shall be retained with a Class I bikeway developed along with improved roadway section.
3. Natural drainage courses as shown on the "Preservation of Landform Features" exhibit shall be preserved in a protected and enhanced natural state where feasible.
4. Existing citrus trees are an important part of the agricultural history of this area. Retention of some of these trees is encouraged within commercial and residential areas.
5. Existing palm trees shall be retained or, if necessary, be relocated elsewhere within South Corona. Such relocation shall be approved by the Parks and Recreation Director. Existing olive trees and other significant trees shall be retained where feasible. Any removal of these trees will be subject to the approval of the Parks and Recreation Director.

- C. **Policy - Preservation of hillsides and wash area (ridge and valley areas) of the southeast portion of South Corona.**

Standards:

The "Preservation of Landform Features" exhibit shows significant landforms with slope gradient over 25 percent. In this zone development shall be based on the following guidelines:

1. Sites shall be planned in such a way so as to preserve and enhance important vistas and maintain the overall character of the natural landforms.
2. Preservation of highly visible ridgelines as viewed from public streets.
3. Preservation of other natural features such as significant tree vegetation and rock outcrops.
4. Avoid an unnatural appearance of regraded slopes by the use of contour grading.
5. Utilize city hillside roadway standards and rural road sections.

Specific development guidelines for these hillside areas shall be prepared and implemented by the City prior to development.

- C. **Policy - Development which occurs adjacent to natural wildland areas as defined by the Fire Department shall be protected by a fuel modification program.**

Standards:

Preserve trees and shrubs but replant high fuel loading ground covers and grasses with fire resistant materials within 100 feet of a structure. Fuel modification plant palettes shall be consistent with City standards.

3.3.4

**Community Character of Estate Residential Areas
In Villages 3 and 4**

- A. **Policy - Reinforce South Corona's identity by reinforcing the rural estate character of the hillside areas through rural themes via area of lots, setbacks of structures, use of rolled curbs and rural theme fencing.**

Standards:

1. In Villages 3 and 4, an arterial street shall separate rural estate from low-medium density single-family products, and the estate

- edge shall have a 25 foot buffer of informal eucalyptus stands between estate lot and street.
2. Setback of structures on estate lots shall be a minimum of 15' side-on and 30' back-on to property line. A rural estate 6' wall shall be located at the rear and side property line along Upper Drive in Villages 3 and 4.
 3. An informal street curb is recommended on rural estate streets within Villages 3 and 4 such as chamfered or rolled curb with a full 6" height to allow proper drainage.
 4. Specific standards addressing street right-of-way widths, grading, setbacks and lighting shall be in accordance with the City of Corona Public Works Standards for rural roads.

3.3.5 Village Character

The four villages are unique in that Villages 1, 2, and 3 are characterized by numerous private ownership parcels, while Village 4 is, for the most part, under single ownership. The result is that coordinated village-wide efforts to unify a village through developmental themes like architecture and streetscape will be more difficult to achieve in Village 1, 2, and 3. The unifying elements that can be dealt with consist of a number of elements, include:

- o Development of Four Village Cores
- o Location of Public Area Schools and Parks in the Village
- o Special village entries and project walls
- o Individual Village Core Landscape Edges
- o Appropriate Setback Criteria

3.3.5.1 Village Policies and Standards

- A. Policy - Optimal location of schools and parks in villages shall reinforce individual village identity.

Standards:

1. Whenever feasible parks and schools shall be located together to create a large, park-like public facility combining parking and associating large open play areas together.
- B. Policy - A landscaped recreational corridor shall be developed within each Village Core which links schools, parks and other community facilities together with the

residential areas. This linkage shall be developed in a 30' wide landscaped area and will include a 10' wide combined pedestrian and bicycle pathway. This corridor may be located either on the arterial roads which defines the village edge or be located centrally within the medium density Village cores. The specific application depends on the overall core design framework. It is anticipated that the central linkage solutions would be dependent on developing a specific plan for the Village Core. In lieu of a specific plan, the peripheral linkage system should be applied.

C. **Policy** - Require special landscape and design treatments at major entrances to the four villages.

Standards:

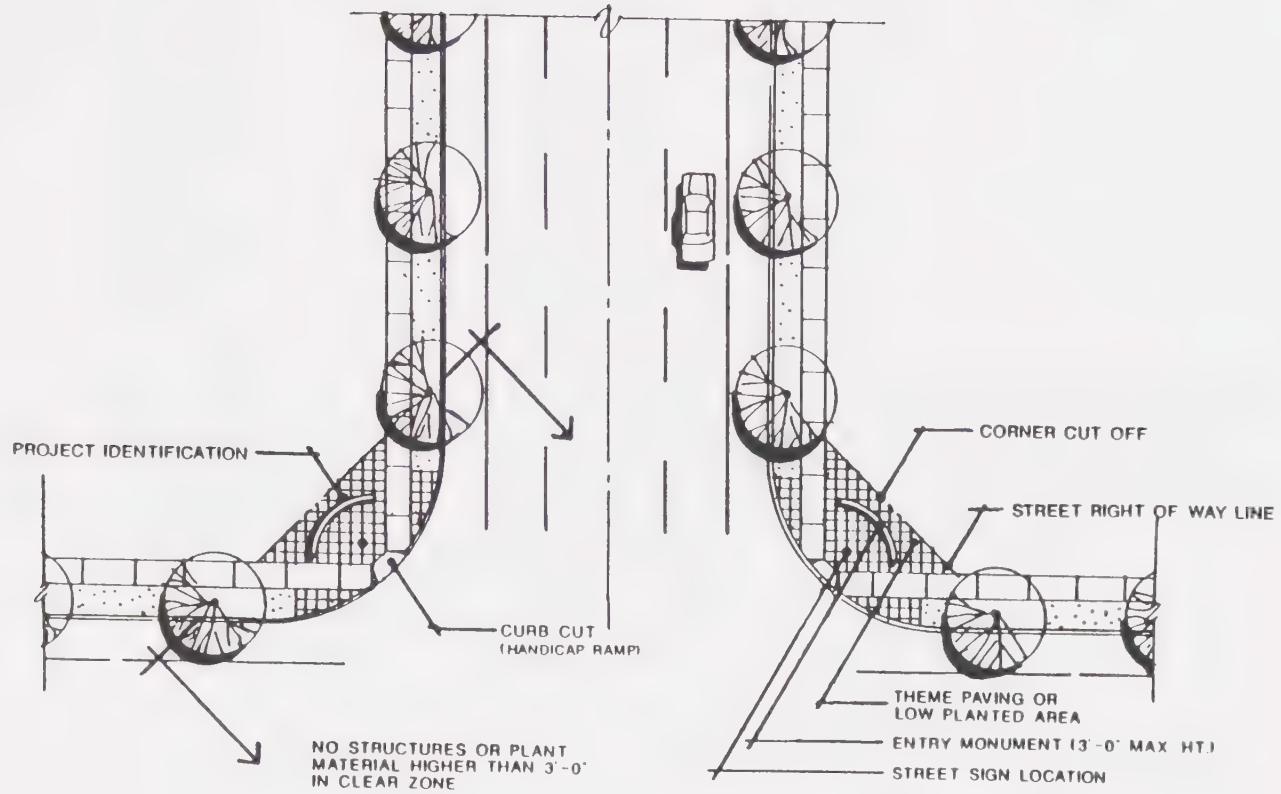
1. Develop unique entry solutions to each of four villages to establish individual identity at the major arterials of Foothill Parkway and Magnolia Avenue separating the village (see Exhibit 3.3-17).
2. Elements include theme paving, entry monuments and tree types particular for each village. Lighting for both street and monument should be incorporated along with street sign standard integrated into the design.
3. No structures or plant material higher than 3 feet shall occur in the "clear zone" to preserve visibility at corners.

D. **Policy** - Reinforce South Corona's identity by establishing four villages with individual image by landscape materials, entry monumentation and walls unique to each.

Standards:

1. Along each village arterial edge, a special selection of Village theme trees shall be developed within a village edge theme zone landscape setback lots to be approved by the Community Development Director.
2. Entry monumentation shall also be unique to each village, design to be reviewed by the Community Development Director. Styles may include natural stone and mortar monuments, stucco and brick Spanish style, contemporary cast concrete with backlit

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VILLAGE ENTRY

EXHIBIT 3.3-17

typography, and all masonry construction such as brick or slump block.

3. Village perimeter walls that are developed along the arterial edge of village walls shall be compatible with entry monumentation by incorporating similar materials. Wall styles may include pilaster with tubular steel, or wrought iron between, concrete or masonry, and a combination of wood, concrete or masonry. Wood may be used only as an accent material. Concrete or concrete block walls are to be decorative or be applied with textured stucco surfaces. Lighting and planting (espalier or creeping vines) can be incorporated in the design. Because of the various different ownerships which occur along edges of villages, there may be need to vary the design of walls for different projects. However, there shall be a coordinated effort by developers to establish designs which have consistency in materials and colors. To assure this consistency, the wall design shall be submitted to the City's Planning Commission for approval. Consideration shall be given to sound attenuation where applicable in the design of perimeter walls.
 4. All exterior wall treatments should be of more than one material, or if the same material is used, it should be utilized with a varied textural treatment. Metal should not be permitted except as an accent material, in which case the metal may not exceed 30 percent of the total elevation area.
 5. Construction, finish and color of walls and fences should be the same as the majorbuilding on the site or of approved compatible materials. The maximum length of a continuous unrelieved surface of any wall is seventy-five (75) feet.
- E. Policy - Setbacks in each village shall be established for consistency along arterial roadways. Refer to Exhibits 3.3-3 through 3.3-16.

Standards:

1. Magnolia Avenue (Village Edge) - A 20' village theme edge shall be established within a landscape lot located adjacent to the street right-of-way. This edge shall include a 5' walk, village theme trees and ground

cover in meandering informal style. A continuous village theme wall shall be set at the back edge of the landscape lots and a 15' minimum setback to face building (see Exhibit 3.3-6).

2. **Foothill Parkway (Village Edge)** - A 20' village theme edge shall be established within a landscaped lot located adjacent to the street right-of-way. This edge will contain a 5' straight walk and village theme trees in informal groups with ground cover. Where edge walls occur, they shall be set at the back edge of the landscape lots with a minimum building and setback of 20' from wall to face of building (see Exhibit 3.3-10).
3. **Upper Drive between Main Street and California Avenue** - A 12.5' landscape lot shall be established on the rural estate side of Upper Drive adjacent to the right-of-way line (see Exhibit 3.3-15). This lot shall contain informal eucalyptus stands with shrubs and ground cover. A 6' rural estate wall shall be set at the back edge of this lot. Building setbacks shall be 15' from this lot for side-on conditions and 30' for back-on conditions. Where single family residential lots abut Upper Drive directly across from estates, then a 15' building setback is required for a side-on condition and a 20' setback is required for a rear-yard condition (see Exhibit 3.3-15).
4. **Rimpau, California, Fullerton Avenues, and Highgrove Street (Secondary Arterials)** - A 12' parkway on both sides of the roadway shall contain formal street trees at curbside, 5' sidewalk and a 18" continuous groundcover and vine planting area between the walk and a 6' residential wall. Setback to residential buildings shall be 20' for back-on conditions and 15' for side-on conditions (see Exhibit 3.3-11).
5. **Collectors (Other Than Village Loop Roads)** - A 12' parkway on both sides of the roadway shall contain formal street trees at curbside, a 5' sidewalk and an 18" landscape area containing groundcover and vines between the walk and a 6' residential wall. Setback to residential buildings shall be minimum 20' for back-on conditions and 15' for side-on conditions (see Exhibit 3.3-13).

6. **Village Loop Roads (Excluding Mountain Gate Drive)**
- Each of the three villages shall have a 30' Village Core Edge landscape area measured from the curb line located on the Village Core side comprised of a 12' parkway and an 18' landscape lot. This perimeter area shall contain a 10' meandering Class I bike path flanked by formal Village Core theme trees and shrubs to the property line side of the path. Where walls occur along this edge, a 6' Village Core theme wall with 20' setback to building face shall be established. Formal street trees shall be located at curbside (see Exhibit 3.3-12).
7. **Project Edge (Ontario Avenue)** - A 9' village landscape setback theme edge shall be developed on the new residential side of this roadway. This edge shall contain informal groups of village theme trees and a 5' walk on the right-of-way side. A 6' continuous village theme wall shall be set behind this landscape setback. A 30' setback from street right-of-way to building face shall be established (see Exhibit 3.3-3).
8. **Commercial Edge** - A minimum 20' landscape buffer along interior lot lines shall be developed on the commercial site where residential occurs immediately adjacent to the commercial site. This buffer edge shall contain screening elements including informal theme tree groups, 3' high landscape berms or groupings of low shrubs and a 3' low screen wall. Commercial building setback shall be 30' along public rights-of-way.

3.3.5.2

Village Cores

Four Village Cores are planned for South Corona. Each is intended to be a focal point of neighborhoods of medium density housing with strategically located community facilities. Each core is sized to be of an optimum configuration combining elements of circulation, land use, density, and access within a village service area. The village concept requires strong edges in order to be able to distinguish the various villages within the city.

Objective - Each Village Core should have its own identifiable character. This is in part determined by its location and shape and facilities offered. Further individual imaging needs to be established by:

- o Perimeter road landscape theme unique to each Village Core
- o Perimeter road privacy walls or fencing unique to each village
- o A predominant unifying architectural theme for community facilities

The absence of traditional commercial-retail uses within the villages lends greater importance to parks and schools and people gathering activity centers as the focus for village activity. By excluding commercial-retail activities from Village Cores, traffic intensity, noise and congestion associated with such uses are avoided, leaving maximum potential to develop exclusively residential neighborhoods that are quiet and safe.

3.3.5.3 Village Core Policies

- o Provide locational opportunities for village services
- o Establish a unique character or identity
- o Provide a place for social interaction
- o Provide for recreational needs of varying levels
- o Provide village with a functional urban structure/form
- o Establish a visually attractive environment
- o Efficiently and effectively organize land use patterns
- o To provide a focal point for village and inter-village linkages (trails, paseos, greenbelts, etc.)
- o To function as a unifying element of the village

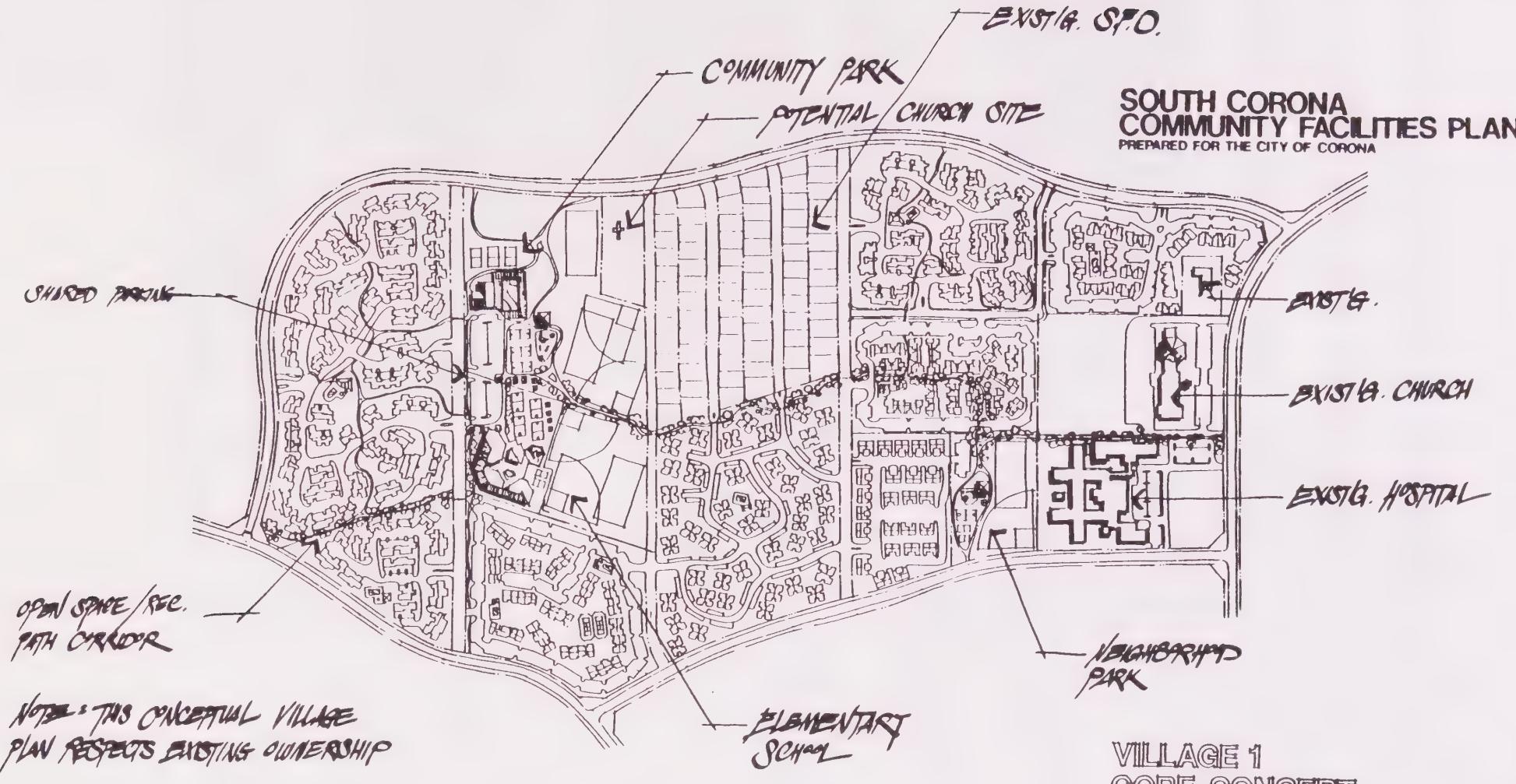
3.3.5.4 Village Core Scenarios

Conceptual illustrations (Exhibits 3.3-18 and 3.3-19) have been developed to show a suggested mix relationship of some major uses aimed at creating an image and individual identity. These images offered for the purpose of illustrating ideas for organizing community facility elements in relationship to varied residential products.

Village 1

- o This village scheme respects existing ownership
- o Community park and elementary school sited together with shared parking

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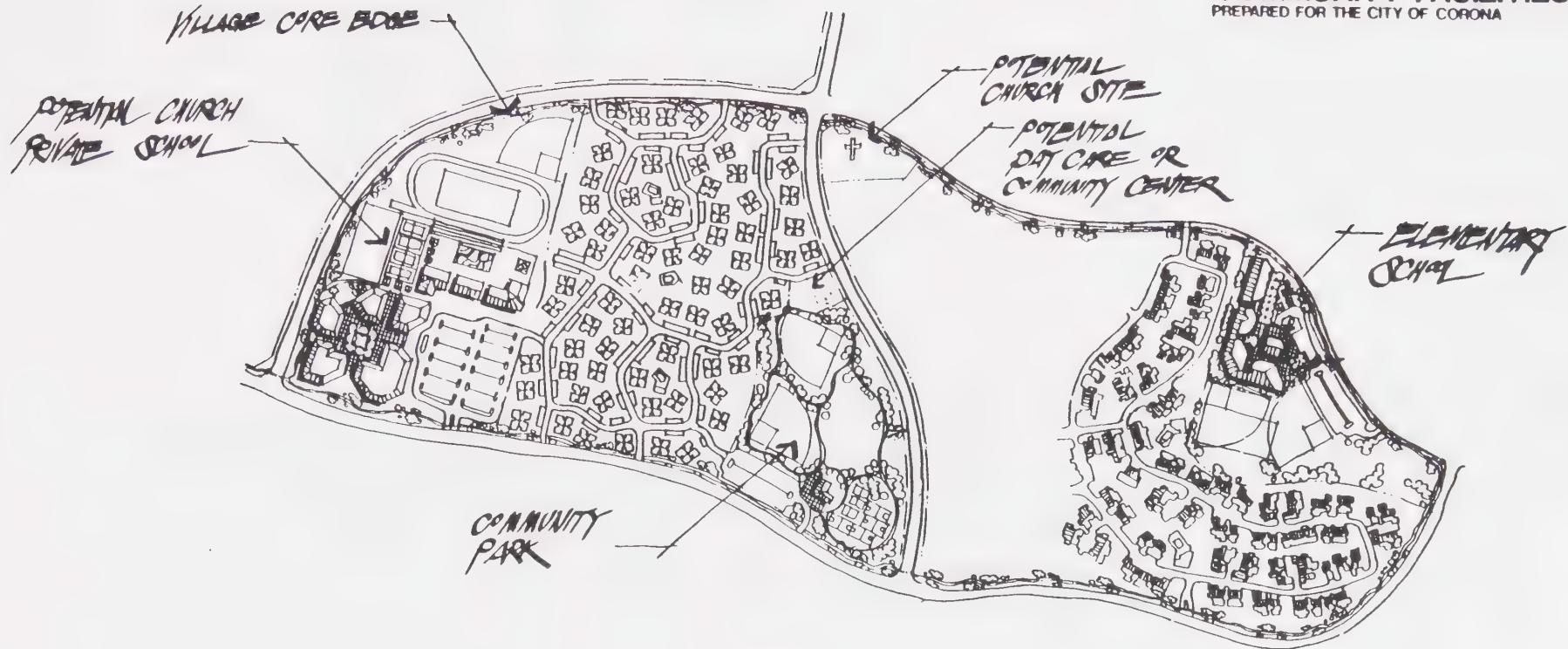


VILLAGE 1
CORE CONCEPT

P&D Technologies 0' 200'

EXHIBIT 3.3-18

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**VILLAGE 2
CORE CONCEPT**



EXHIBIT 3.3-19

- o Other existing elements include a hospital, church and single-family residential
- o Neighborhood park sited next to hospital

Village 2

- o This village scheme shows contiguous development crossing existing ownership, suggesting combining parcels has continuity advantages in planned neighborhoods.
- o Potential church/private school anchors west end and gives a strong edge.
- o Community park and day care with potential church site gives a strong image at village entries.

3.3.6 Architectural Design

3.3.6.1 Objective

Architectural designs and concepts should be guided by criteria which reinforce the sense of community identity, avoid the feeling of bland uniformity and enhance South Corona's character.

- A. **Policy** - Reinforce community identity through the application of a unifying architectural theme or features in the design of community service uses, public buildings, commercial areas and other village or community focal points.
- B. **Policy** - Encourage a variety of architectural styles for the residential development within the community.
- C. **Policy** - Encourage the use of traditional construction materials, such as native stone, brick, timber, wood siding, tile and others as may be appropriate.
- D. **Policy** - Provide for variety and discourage monotony in dwelling design by use of appropriate guidelines within the context of future Specific Plans.

Standards:

1. Architectural Style for Public and Commercial Buildings

(a) The application of consistent architectural treatment and suggestion of styles will be dealt within the following sections. It is desired that the community service uses, public buildings and commercial centers be of an architectural quality that will create a strong sense of place within South Corona.

(b) Due to the warm semi-arid nature of the Corona area, the architectural style to be chosen should consist of hardy materials with sensible maintenance. The style should be simple in form and materials, with a frugal use of detail so that undue hardship is not placed on the builder in the execution of his structures. The architectural style which best fulfills the above requirements is the traditional Spanish style of architecture. This style is simple in form and material, and is constructed of low maintenance materials. It displays a frugal use of detailing and is a sunloving style of architecture. Within the Spanish tradition there is a flexibility of architectural styles. The specific Spanish style selected as acceptable for South Corona is the Spanish Colonial style.

The following sections define the general character of the Spanish Colonial style that is to be incorporated into design of public and commercial buildings as well as their specific application.

(1) Spanish Colonial Style

The Spanish Colonial style has a diversity of historical roots and is an amalgamation of styles from several countries in the Mediterranean. The areas which contributed most to the development of this style were Spain, North Africa and Italy. It is not the purpose of these guidelines to present an exhaustive history of this style. The Spanish Colonial style is best represented by the downtown area of Santa Barbara, which was designed and built primarily during the 1920's and early 1930's. Corona has

also a legacy of this style of early California Spanish-inspired architecture.

There are special areas of concern in applying the Spanish Colonial style to a commercial structure, the most critical being an asymmetrical irregularity in the massing of the building forms. Careful attention to the massing of these forms will be the major tool the architect has to create charm and beauty. The roofing material is to be clay or concrete barrel tiles only. The color should be a deep reddish brown. The method of application should be a random pattern and exposure for an irregular appearance. The use of a mansard with flat roofs is acceptable on commercial structures; however, mansards should be 4:12 to 6:12 maximum pitch and should be designed to appear as a normal roof. Small steeply pitched obvious mansard roofs are not acceptable. The use of plaster on the exterior walls is to be in a smooth hand-troweled texture with radiusued corners. A careful attention to creating a sense of thick wall construction with deep-set windows and doors should be observed. Windows are also of special concern in their application to commercial structures. It is realized that windows are for the purpose of display and therefore need to be larger than would normally be used on a Spanish Colonial style building. When aluminum storefront is used, it should be designed to be compatible with this style or architecture. The use of accent colored aluminum and ceramic tile insert panels can be helpful in adapting aluminum storefront to this style. The use of windows with wood cutups is encouraged. Spanish Colonial window treatments should be used on the structures to add character to the buildings. Courtyards, arcades and pergolas are especially appropriate to the commercial areas. It is encouraged that planting be used up close to the buildings and viney and espalier material be used on the buildings themselves to soften the building forms.

(2) Contemporary Styles

Flexibility for contemporary interpretations of the Spanish traditional styles shall be a part of the design guidelines. General architectural standards established in this guideline will set design objectives and actual proposed designs will be subject to the City's architectural review.

Specific architectural themes are encouraged in certain areas. In addition to traditional Spanish styles and contemporary interpretation of such modern styles utilizing heavy amounts of reflective glass and interesting angles are acceptable in the commercial and garden office use areas subject to City architectural review.

2. Architectural Treatment for Commercial and Public Buildings

(a) Building

The architectural treatment selected shall be carried around all sides of a structure. The "Hollywood Front" design approach is not permitted. Extra treatment may be given to the street frontages as long as the basics are carried around the structure. As an example, if a heavy beam planter was used around each window, it should be carried around all windows on the structure. One may want to place an under-window planter box on the front and side street windows for extra treatment. All building plans should have design amenities which may include:

- o Window Boxes**
- o Accent Panel Treatment**
- o Decorative Windows**
- o Varied Roof Lines**
- o Planter Boxes**
- o Balconies and Decks**
- o Roof Overlays**
- o Recessed Window Opening**
- o Recessed Entrances**

(b) Exterior Spaces

Create buildings with a strong indoor-outdoor relationship. Use patios and balconies as an extension of living space which reflect the active

community lifestyle of South Corona. These can be additional building elements that create shaded outdoor space while sheltering adjacent indoor rooms. Guidelines for patio and balcony/deck outdoor space are as follows:

Patio

- o Maximize size for flexibility of use.
- o Provide for some coverage for shade (overhang, trellis, building above).
- o Use patio walls for definition of space and coordinate with community themes.
- o Vary patio wall design (some partially open) and integrate planters into wall design.

Balcony/Deck

- o Provide outdoor space for second floor, stacked unit (hotel/motel use).
- o Provide enough area for usable space (table and chairs, minimum).
- o Provide for some overhead shade protection.

The impact of sunlight is a strong design feature on all buildings. Shade areas give depth and add interest to building fenestration. Architectural elements to achieve this include offsets, projections, roof overhangs, recesses, and applied devices (awnings). All buildings should include pedestrian shade amenities such as:

- o Awnings
- o Arbors
- o Arcades
- o Kiosks
- o Porticos

Besides allowing a view out, glass becomes an important visual element of most designs. Clear or bronze tinted glass is acceptable. Specifically prohibited are reflective surfaces and clear, anodized aluminum frames.

The design and siting of buildings should also seek to maximize the natural circulation of air through the structures. This may reduce dependence on mechanical ventilation systems. Specific criteria to be considered include the distance between buildings, building exposure and the design of walkways and windows.

(c) Roofs

To create interest and variety within the theme area and yet maintain an overall community identity, all roof forms shall present a slope appearance with a minimum slope of 3:12.

Exceptions to this basic standard are as follows:

- o Mansards are allowed, provided that their surface area is not less than one-third of the surface area of the flat projection of the roof. A mansard shall be continuous, it shall terminate into a wall or building form. A mansard portion may be enclosed between two building forms or walls.
- o Flat Roofs - shall not be encouraged except when necessary to carry out the design theme of a particular architectural style. Flat roofs are permitted on minor or accessory buildings.

Just as roof forms are to be compatible and provide continuity, the same is required of roof materials and their colors. Visible roofs shall be of clay tile. Wood shakes may be used as a minor accent, provided that they are fire retardant and there is a fire barrier underlayment approved by the City Fire Chief. Patio roofs, shade covers, and overhead screens shall be constructed of materials matching or complementing the main roof or of stained finished wood screen. Corrugated metal, sheet plastic or metal forms shall not be used.

(d) Colors

Walls shall retain natural earth colors such as adobe, cream, sand, beige, etc., or pastel colors. Stucco and mortar wash colors should be limited to white, off-white, brown-grays, and natural field stone. Wood tones and colors shall complement

the dominant building color. Accenting colors may be used in small areas. More dominant colors can be used on buildings with unique architectural design.

3. **Trash Areas**

All trash will be retained in central locations in conformance with City standards. These locations shall be completely enclosed to a height of five (5) feet with a wall that is architecturally compatible with the structures being served. To reduce litter and increase aesthetic value, permanently placed litter containers, architecturally designed to blend with surrounding buildings and amenities, will be placed as required by the City.

4. **Equipment Screening**

The purpose of equipment screening standards shall be to allow for the use of equipment while preserving the architectural character and integrity of adjacent buildings. Construction, finish and color of walls and fences should be the same as the major building on the site or of approved compatible materials. Metal siding or chain link fencing will not be permitted. Design of the equipment screen shall screen from eye level all visual access to the equipment.

- (a) All roof and ground mounted equipment shall be screened from view on all sides.
- (b) All screening shall be architecturally integrated with the building design and where necessary a roof parapet wall shall be used to screen roof-mounted equipment.

3.3.7 **Landscape Design**

3.3.7.1 **Objective**

Landscape design should enhance the quality of the environment and contribute to high quality, safe, and energy efficient development and economical maintenance costs.

Policies:

- A. Develop a landscape character which strengthens the residents' perception of the City community as a unique "place."
- B. Create a soft transition between urban development and natural open space.
- C. Enhance the pedestrian character and climate of the community areas and other "people gathering places."
- D. Differentiate community streets, arrival and entry elements.
- E. Provide plant materials that minimize strain on the City's water supply.
- F. Encourage a landscape theme that creates a shady appearance to counter the hot, arid conditions of the community's summer climate.

3.3.7.2

Major Community Streetscape Standards

Palm trees shall be utilized in formal groves as a backdrop to Village Entry Monumentation and to emphasize and frame the Village Core intersections. Palm species may include the following varieties: *Cocos plumosa* (Queen Palm), *Phoenix dactylifera* (Date Palm), *Trachycarpus fortunei* (Windmill Palm) and *Washingtonia filifera* (California Fan Palm). Only one variety of the above may be used within the entryways and village core intersections within the same village. The palms may be utilized in formal groves, straight rows or informal grouping at intensive use areas such as plazas, courtyards, recreation features, vista points and commercial developments.

Washingtonia filifera (California Fan Palm) trees utilized in formal lines or groupings emphasize and frame major arterials (Magnolia and Commercial edge). This palm tree is best used and is most reminiscent of Early California when used in formal groves or straight rows emphasizing a special land use or entry feature at plazas, courtyards, recreation features, parks, playgrounds, vista points, greenbelts, trail heads or commercial developments.

Cupaniopsis anacardiorides (Carrot Wood); *Ulmus parvifolia* ("Drake" evergreen elm) is the primary evergreen theme tree utilized at points of project emphasis throughout the South Corona community. This tree should be repeated at all

significant points of the individual project and community interest. Such applications logically include parkways; street intersections; knuckles or changes in street direction; park entries; trail head; walkway or community trail intersections; plazas; courtyards and other such significant locations where a reinforcement of the community theme tree will be recognized and will serve a functional purpose.

Liriodendron tulipifera (Tulip Tree), Koelreuteria bipinnata (Golden Rain Tree), or Platanus acerifolia (London Plane Tree) in a formal arrangement of 40' on-center spaced rows may be utilized in the rights-of-way, backdrop area, and median islands of the major community streetscenes. This medium scale uniform tree serves as a deciduous foreground element providing summer shade and permitting welcome winter sun. Other applications of this tree may include formal groves, a courtyard or plaza canopy, residential street tree or as an informal foreground grove tree in parks, greenbelts or other common areas.

Eucalyptus sideroxylon "Rosea" (Red Ironbark) and Pinus eldarica (Mondell Pine) trees are utilized as either formal or informal vertical evergreen backdrop trees to all major streetscenes except Foothill Parkway. These trees may be used to block views or frame views. Their use at the boundary of common streetscenes permit easier transitions to the variety of adjoining land uses. Wherever possible and logical, these evergreen grove trees should be extended from primary streetscenes into adjoining developments as background trees in order to break-down the hard development edge between parcels and visually unify land uses.

Koelreuteria bipinnata (Chinese Flame Tree) are utilized as formal street trees for Lincoln Avenue and Mountain Gate Drive. This tree is also utilized as the median tree for Main Street. Pistacia chinensis (Chinese Pistache) trees are utilized as the formal street tree for Upper Drive.

3.3.7.3

On-Site Commercial Landscape Standards

The Spanish Colonial and Southern California ranch architecture and landscape architecture designs maximized climate control through the use of overhangs and shading, i.e., verandas, trellis and arbors. These were often enhanced by colorful flowering vines and functionally extended the interior portions of a dwelling into usable shaded outdoor areas. Plant species shall be selected which complement the early California/Spanish Colonial architecture themes of the community and blend well with the details and colors inherent in these styles.

The following are the major landscape standards:

- o Minimum site area devoted to core landscaping shall be ten (10) percent not including buffer or setback landscaping.
- o Informal groups of trees shall be planted next to structures in twos and threes minimum.
- o Minimum size of 15 gallons shall be required for street and parking lot treatment.

The following are landscape requirements in addition to above landscape standards.

- o Village entry primary tree shall be Cocos plumosa (Queen Palm) and secondary tree shall be Lagerstroemia Indica (Crepe-Myrtle).
- o Primary street tree shall be Washingtonia filifera (California Fan Palm) and secondary tree shall be Cupaniopsis anacardiorides (Carrot Wood).
- o Front yard setback mix shall be Cupaniopsis anacardiorides (Carrot Wood), Liquidamber styraciflora (Flame Tree), and Schinus terebinthifolius (Brazilian Pepper).

Additional species within front yard set back areas may be used with the approval of the City, if compatible with the basic theme established by the City of Corona General Plan.

The required parking lot landscaping is intended to prevent the visual blight so often associated with the vast asphalt parking areas required for commercial establishments. Parking areas are intended to blend with site plantings and concepts. All planter areas within the parking lots should be provided with trees at the rate of not less than one tree per three parking stalls or one tree for every 20 lineal feet, whichever is greater. Minimum tree size of 15 gallons is required.

3.3.7.4

Plant Material Palette

It is the intent of these guidelines to provide flexibility and diversity in plant material selection, while maintaining a limited palette in order to give great unity and thematic identity to the community. The following plant material lists have been selected for their appropriateness to the project theme, climatic conditions, soil conditions and concern for maintenance.

- o A limited selection of materials utilized in simple, significant composition complementary to adjacent common landscape areas while reinforcing the individual architectural and site setting is encouraged.
- o Overall plant material selection for given project areas, wherever possible, shall have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for entire landscape setting.
- o Suggested theme trees for individual villages are as follows:

<u>Albizia julibrissin</u>	Silk Tree
<u>Cupaniopsis anacardiorides</u>	Carrot Wood Tree
<u>Eucalyptus citriodora</u>	Lemon Scented Gum
<u>Eucalyptus sideroxylan</u>	Red Ironbark
<u>Jacaranda mimosifolia</u>	Jacaranda
<u>Platanus acerifolia</u>	London Plane Tree

3.3.7.5 Landscape Development

A. Installation Requirements

All areas required to be landscaped shall be planted with turf, ground cover, shrub or tree materials selected from the plant palette contained in these guidelines.

The owners of parcels which require landscape development shall assess any existing common landscape areas adjoining their property. Where feasible, landscape development shall reinforce or be compatible with such existing common area setting.

PLANT PALETTES

A. Trees - Evergreen

<u>Botanical Name</u>	<u>Common Name</u>
<u>Arbutus menziesii</u>	Madrone
<u>Arbutus unedo</u>	Strawberry Tree
<u>Brachychiton populneus</u>	Bottle Tree
<u>Ceratonia siliqua</u>	Carob
<u>Citrinus species</u>	Citrus Varieties
<u>Comarostaphylis deversifolia</u>	Summer Holly
<u>Cupaniopsis anacardioides</u>	Carrot Wood
<u>Eucalyptus camaldulensis</u>	Red Gum
<u>Eucalyptus maculata</u>	Spotted Gum
<u>Eucalyptus polyanthemos</u>	Silver Dollar Gum
<u>Eucalyptus sideroxylon 'Rosea'</u>	Red Iron Bark
<u>Eucalyptus rufa</u>	Desert Gum
<u>Eucalyptus viminalis</u>	White Gum
<u>Feijoa sellowiana</u>	Pineapple Guava
<u>Hymenosporum flavum</u>	Sweetshade
<u>Melaleuca leucadendra</u>	Cajeput Tree
<u>Olea europaea 'Fruitless'</u>	Fruitless Olive
<u>Pinus canariensis</u>	Canary Island Pine
<u>Pinus coulteri</u>	Coulter Pine
<u>Pinus eldarica</u>	Mondell Pine
<u>Pinus halepensis</u>	Desert Pine
<u>Pinus pinea</u>	Stone Pine
<u>Pinus sabiniana</u>	Digger Pine
<u>Pistacia chinensis</u>	Chinese Pistache
<u>Pittosporum rhombifolia</u>	Queensland Pittosporum

<u>Botanical Name</u>	<u>Common Name</u>
<u>Podocarpus gracilis</u>	Fern Pine
<u>Quercus agrifolia</u>	California Live Oak
<u>Quercus ilex</u>	Holly Oak
<u>Schinus molle</u>	California Pepper
<u>Ulmus parvifolia 'Drake'</u>	Evergreen Elm

B. Trees Deciduous

<u>Botanical Name</u>	<u>Common Name</u>
<u>Albizia julibrissin</u>	Mimosa Tree
<u>Alnus rhombifolia</u>	White Alder
<u>Bauhinia variegata</u>	Purple Orchid Tree
<u>Carissa speciosa</u>	Silk Floss Tree
<u>Cercis occidentalis</u>	Redbud
<u>Franxinus veluntina</u>	Arizona Ash
<u>Franxinus uhdei 'Tomlinson'</u>	Tomlinson Ash
<u>Ginko biloba</u>	Maidenhair Tree
<u>Jacaranda acutifolia</u>	Jacaranda
<u>Koelreuteria bipinnata</u>	Chinese Flame Tree
<u>Koelreuteria panniculata</u>	Golden Rain Tree
<u>Lagerstroemia indica</u>	Crape Myrtle
<u>Liquidamber styraciflua</u>	Sweet Gum
<u>Liriodendron tulipifera</u>	Tulip Tree
<u>Platanus acerifolia</u>	London Plane Tree
<u>Platanus racemosa</u>	California Sycamore
<u>Salix babylonica</u>	Weeping Willow
<u>Tipuana tipu</u>	Tiou Tree

C. Palms

<u>Botanical Name</u>	<u>Common Name</u>
<u>Brahea armata</u>	Mexican Blue Palm
<u>Brahea edulis</u>	Guadalupe Palm
<u>Cocos plumosa</u>	Queen Palm
<u>Phoenix canariensis</u>	Canary Island Date Palm
<u>Phoenix dactylifera</u>	Date Palm
<u>Trachycarpus fortunei</u>	Windmill Palm
<u>Washingtonia filifera</u>	California Fan Palm
<u>Washingtonia robusta</u>	Mexican Fan Palm

D. Shrubs

<u>Botanical Name</u>	<u>Common Name</u>
<u>Abelia 'Edward Goucher'</u>	Edward Goucher Abelia
<u>Acacia ongerup*</u>	No Common Name
<u>Acacia redolens*</u>	No Common Name
<u>Arctostaphylos species</u>	Manzanita
<u>Aucuba japonica</u>	Japanese Aucuba
<u>Callistemon species</u>	Bottlebrush
<u>Camellia species</u>	Camellia
<u>Ceanothus species</u>	California Lilac
<u>Cistus species</u>	Rockrose
<u>Cocculus laurifolius</u>	Snailseed
<u>Cotoneaster species</u>	Cotoneaster
<u>Dendromecon harfordii</u>	Island Bush Poppy

<u>Botanical Name</u>	<u>Common Name</u>
<u>Dendromecon rigida</u>	Bush Poppy
<u>Elaeagnus pungens</u>	Silverberry
<u>Euonymus fortunei</u>	No Common Name
<u>Euonymus japonica</u>	Evergreen Euonymus
<u>Fatsia japonica</u>	Japanese Aralia
<u>Hebe coed</u>	Veronica
<u>Hibiscus rosa-sinensis*</u>	Chinese Hibiscus
<u>Ilex species</u>	Holly
<u>Lantana species</u>	Lantana
<u>Ligustrum japonicum</u>	Japanese Privet
<u>Magnolia soulangeana</u>	Saucer Magnolia
<u>Mahonia aquifolium</u> and ' <u>Compacta</u> '	Oregon Grape
<u>Nandina domestica</u> and ' <u>Compacta</u> '	Heavenly Bamboo
<u>Nerium oleander</u>	Oleander
<u>Osmanthus fragrans</u>	Sweet Olive
<u>Phormium tenax</u>	Flax
<u>Photinia frazeri</u>	Photinia
<u>Pittosporum tobira</u> and <u>'Wheelers Dwarf'</u>	Pittosporum
<u>Plumbago capensis</u>	Cape Plumbago
<u>Podocarpus macrophyllus</u>	Yew Pine
<u>Prunus caroliniana</u>	Carolina Laurel Cherry
<u>Prunus ilicifolia</u>	Hollyleaf Cherry
<u>Pyracantha species</u>	Firethorn
<u>Raphiolepis indica</u> ' <u>Springtime</u> '	Pink Indian Hawthorn
<u>Rhus ovata</u>	Sugar Bush
<u>Ribes sanguinum</u>	Pink Winter Currant
<u>Ribes speciosum</u>	Fuchsia - Flowering Gooseberry

<u>Botanical Name</u>	<u>Common Name</u>
<u>Romneya coulteri</u>	<u>Matilija Poppy</u>
<u>Ternstroemia gymnanthera</u>	<u>Ternstroemia</u>
<u>Xylosma congestum</u>	<u>Xylosma</u>

E. Sub Shrubs

<u>Botanical Name</u>	<u>Common Name</u>
<u>Acanthus mollis</u>	<u>Bear's Breech</u>
<u>Agapanthus africanus</u>	<u>Lily of the Nile</u>
<u>Arctostaphylos species</u>	<u>Manzanita</u>
<u>Ceanothus species</u>	<u>California Lilac</u>
<u>Clivia miniata</u>	<u>Clivia</u>
<u>Hemerocallis species</u>	<u>Day Lily</u>
<u>Iris douglasiana</u>	<u>Beardless Iris</u>
<u>Lonicera japonica 'Halliana'</u>	<u>Hall's Honeysuckle</u>
<u>Mimulus cardinalis</u>	<u>Monkey Flower</u>
<u>Moraea bicolor</u>	<u>Fortnight Lily</u>
<u>Penstemon species</u>	<u>Beard Tongue</u>
<u>Trachelospermum jasminoides</u>	<u>Star Jasmine</u>

F. Vines

<u>Botanical Name</u>	<u>Common Name</u>
<u>Ampelopsis veitchii</u>	<u>Boston Ivy</u>
<u>Bougainvillea spectabilis*</u>	<u>Bougainvillea</u>
<u>Cissus antarctica</u>	<u>Kangaroo Treevine</u>

<u>Botanical Name</u>	<u>Common Name</u>
<u>Cissus hypoglauca</u>	No Common Name
<u>Doxantha unguis-cati*</u>	Cat's Claw Vine
<u>Ficus pumila</u>	Creeping Fig
<u>Gelsemium sempervirens</u>	Carolina Jessamine
<u>Jasminum mesnyi</u>	Primrose Jasmine
<u>Jaminum polyanthum</u>	No Common Name
<u>Lonicera japonica</u>	Japanese Honeysuckle
<u>Rhynchospermum jasminoides</u>	Star Jasmine
<u>Wisteria floribunda</u>	Wisteria

G. Ground Covers*

<u>Botanical Name</u>	<u>Common Name</u>
<u>Ajuga reptans</u>	Carpet Bugle
<u>Arctostaphylos edmundsii</u>	Little Sir Manzanita
<u>Baccharis pilularis 'Twin Peaks'</u>	Coyote Brush
<u>Campanula poscharskyana</u>	Serbian Bellflower
<u>Duchesnea indica</u>	Indian Mock Strawberry
<u>Gazania splendens</u>	Gazania
<u>'Mituswa Yellow'**</u>	
<u>Hypericum calycinum</u>	Aaron's Beard
<u>Lonicera japonica</u>	Honeysuckle
<u>Nandina domestica</u>	Dwarf Heavenly
<u>'Harbour Dwarf'</u>	Bamboo
<u>Potentill verna</u>	Spring Cinquefoil
<u>Rynchospermum jasminoides</u>	Star Jasmine
<u>Rosemarinus officinalis</u>	Rosemary

Botanical Name

Common Name

Vinca Major or Minor

Vinca or Periwinkle

(*For drought tolerance, turf areas shall be combined with other ground covers within public right-of-ways.)

(**Will freeze in unprotected exposure area but will generally rejuvenate from undamaged parts. Use with caution.)

TRAFFIC/CIRCULATION PLAN

The South Corona CFP provides for a hierarchy of roads consisting of six general roadway classifications, as follows:

- o Major (6) Arterial
- o Major (4) Arterial
- o Divided Secondary Arterial
- o Secondary Arterial
- o Collector
- o Local Street

3.4.1

Hierarchy of Roads

Inherent within the hierarchy of roads developed for the South Corona CFP is a series of definitions, guidelines, and design criteria for each roadway classification.

3.4.1.1

Functional Classification

The functional classification for a given category of roadway provides the general characteristics of the particular roadway and of the type of vehicular trips which typically utilize such a facility. These functional classifications are as follows:

Major (6) Arterial - A Major (6) Arterial is a six lane divided arterial which is a high speed facility with limited and restricted access with coordinated signalization. The primary purpose of this type of arterial is to carry intermediate range trips to or between major residential and non-residential land uses, as well as to the freeway system. This type of facility has emergency parking only and minimal pedestrian activity.

Major (4) Arterial - A Major (4) Arterial is a four lane divided arterial which is a high speed facility with limited and restricted access with coordinated signalization. The primary purpose of this type of arterial is to carry intermediate range trips to or between major residential and non-residential land uses, as well as to the freeway system. A Major (4) Arterial has emergency parking only and minimal pedestrian activity.

Divided Secondary Arterial - A Divided Secondary Arterial is a four lane divided arterial which is a high speed facility with limited and restricted access with coordinated signalization. The primary purpose of this type of arterial is to carry intermediate range trips to or between major residential and non-residential

land uses, as well as to external destinations. A Divided Secondary Arterial has emergency parking only and minimal pedestrian activity.

Secondary Arterial - A Secondary Arterial is a four lane undivided arterial which is a medium speed facility abutting similar land uses. The primary function of a Secondary Arterial is to collect and distribute within the hierarchy of roads and, secondarily, to carry short trips between adjacent neighborhoods. A Secondary Arterial has emergency parking only and could have considerable pedestrian activity.

Collector - A Collector is a two lane street which is a low speed, moderate volume facility. A Collector primarily provides access to residential, business, and other abutting property. This type of facility may have parking and a significant amount of pedestrian activity.

Local Street - A Local Street is a two lane street which is a low speed, low volume facility. A Local Street primarily provides direct access to abutting residential uses. This type of facility has parking and a significant amount of pedestrian activity.

3.4.1.2

Roadway Cross-Sections

Associated with each roadway classification are a set of recommended roadway cross-sections. These roadway cross-sections describe the total right-of-way requirements, number and width of travel lanes, emergency parking/bicycle lane requirements, median widths, and parkway requirements. These cross-sections are as follows:

Major (6) Arterial: 6 Lane Divided Roadway

- o 120 foot Right-of-Way
- o Six 12 foot travel lanes
- o 14 foot raised median
- o Two 8 foot emergency parking/bicycle lanes
- o 9 foot parkway on each side of roadway

A Major (6) arterial is conceptually planned to have a right-of-way of 130 feet. The 130 feet will be adequate to accommodate most intersection designs. For mid-block cross-sections, however, a 120 foot right-of-way will be adequate.

Major (4) Arterial: 4 Lane Divided Roadway

- o 100 foot Right-of-Way
- o Two 13 foot travel lanes adjacent to raised median

- o Two 12 foot travel lanes adjacent to parking lanes
- o 14 foot raised median
- o Two 8 foot emergency parking/bicycle lanes
- o 10 foot parkway on each side of roadway

Intersection designs may require more than a 100 foot right-of-way.

Divided Secondary Arterial: 4 Lane Divided Roadway

- o 88 foot Right-of-Way
- o Four 12 foot travel lanes
- o 14 foot raised median
- o Two 8 foot emergency parking/bicycle lanes
- o 5 foot parkway on each side of roadway

Intersection designs may require more than an 88 foot right-of-way.

Secondary Arterial: 4 Lane Undivided Roadway

- o 88 foot Right-of-Way
- o Four 12 foot travel lanes
- o Two 8 foot emergency parking/bicycle lanes
- o 12 foot parkway on each side of roadway

Intersection designs may require more than an 88 foot right-of-way.

Collector: 2 Lane Undivided Roadway

- o 68 foot Right-of-Way
- o Two 22 foot lanes
- o 12 foot parkway on each side of roadway

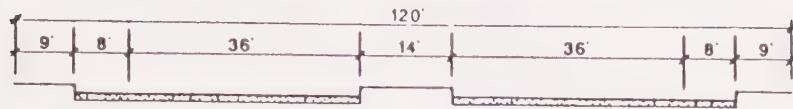
Intersection designs may require more than a 68 foot right-of-way.

Exhibit 3.4-1 illustrates the typical cross sections of the various roadway classifications.

3.4.1.3 South Corona Roadway System

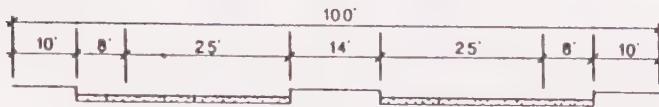
This section discusses the specific roadways within the South Corona CFP area in the context of the hierarchy of roads classification system discussed in Section 3.4.1.2. The classification of roadway required for each facility is based upon forecast traffic demand resulting upon build-out of the South Corona area

Major (6) Arterial: 6 Lane Divided Roadway

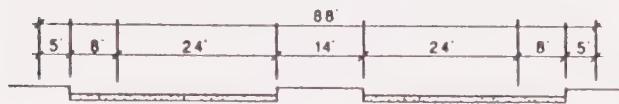


**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA

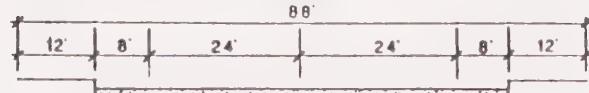
Major (4) Arterial: 4 Lane Divided Roadway



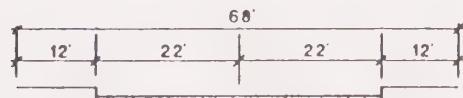
Divided Secondary Arterial: 4 Lane Divided Roadway



Secondary Arterial: 4 Lane Undivided Roadway



Collector: 2 Lane Undivided Roadway



**ROADWAY
CROSS SECTIONS**



EXHIBIT 3.4-1

and the remainder of the City of Corona. The roadway classification for each facility within the South Corona area are discussed below. Exhibit 3.4-2 illustrates these roadways and their respective classifications.

- A. Buena Vista Avenue - Collector/Local
- B. California Avenue - Collector/Secondary
- C. Foothill Parkway - Divided Secondary Arterial

Foothill Parkway will be constructed as a Divided Secondary Arterial through the South Corona area, west of California Avenue. Between California Avenue and I-15, it will be constructed as a two-lane facility with a median but with a reservation of right-of-way for a four lane secondary arterial. In the event that future traffic warrants the need for an additional two lanes to be constructed, such improvements will be subject to approval by the City Engineer. Regardless of the alternative chosen, right-of-way for the easterly connection shall be provided for a Divided Secondary Arterial.

- D. Fullerton Avenue - Secondary/Collector
- E. Lincoln Avenue - Major (4) Arterial
- F. Magnolia Avenue - Major (6) Arterial
- G. Ontario Avenue - Major (4)/Major (6) Arterial

Between Oak Avenue and Main Street, Ontario Avenue will be constructed as a Major (4) Arterial. Between Main Street and the I-15 Freeway, Ontario Avenue will be constructed as a Major (6) Arterial.

- H. Main Street between Ontario Avenue and its intersection with Magnolia Avenue - Major (4) Arterial.
- I. Main Street between Magnolia Avenue and Citrus Way - Major (6) Arterial.
- J. Main Street between Citrus Way and Mountain Gate Drive - Major (4) lane arterial.
- K. Main Street Mountain Gate Drive to terminus south of Upper Drive - Collector

**SOUTH CORONA
COMMUNITY FACILITIES PLAN**

PREPARED FOR THE CITY OF CORONA

- Major (6) Arterial
- Major (4) Arterial
- - - Divided Secondary Arterial
- Secondary Arterial
- Collector



**SOUTH CORONA
CIRCULATION SYSTEM**

EXHIBIT 3.4-2

- L. Mountain Gate extension west of Lincoln Avenue - Collector
- M. Rimpau Avenue - Secondary/Collector
- N. Taylor Avenue - Collector/Local
- O. Upper Drive - Collector
 - Between Foothill Parkway and Mountain Gate Drive, Upper Drive will need to be a Secondary Arterial. The remainder of Upper Drive will be constructed as a Collector.
- P. Village Loop Roads (except Highgrove Street) - Collectors
 - All roadways internal to the four villages constructed as Collectors.
- Q. Valencia Road east of California - Collector

3.4.2 Roadway Design Criteria

Design Criteria - Engineering design criteria for roadways encompass a number of elements. Four basic elements used are as follows:

3.4.2.1 Design Speed

The design speed is the maximum speed which can be safely maintained for a given section of roadway under the design features for that facility. The posted speed limit is typically 10 miles per hour below the design speed.

3.4.2.2 Minimum Centerline Radii

The minimum centerline radii are the minimum allowable standards for roadway horizontal curvature, measured from the centerline of the roadway. Minimum centerline radii are determined by and is in direct relationship to the design speed.

3.4.2.3

Maximum Design Grade

The maximum design grade is the maximum allowable grade for a given roadway. Maximum design grade is typically determined by and is an inverse relationship to the design speed.

3.4.2.4

Minimum Stopping Distance

The minimum stopping distance is the minimum distance required for a vehicle to stop. Minimum stopping distance is determined by and is in direct relationship to the design speed.

3.4.2.5

Summary of Design Criteria

Table 3.4-1 summarizes these design criteria for each of the roadway classifications proposed for the South Corona CFP area. This table also summarizes the right-of-way widths, pavement widths, number of travel lanes, and median characteristics for each roadway classification.

3.4.3

Roadway Connection Criteria

3.4.3.1

Turn Lane Requirements

Determination of the number of turning lanes required for intersections of various classifications of roadways is dependent upon the individual intersection being examined. Peak hour turn volume projections are needed to determine when and where turn lanes should be provided. For planning purposes, certain general guidelines as to turn lane requirements have been developed. These guidelines are shown by Table 3.4-2.

As Specific Plans and tentative parcel maps are presented to the City, the Director of Public Works may require a peak hour intersection analysis be prepared to determine the acceptability of these general guidelines. Based on the results of such analyses, turn lanes may be added or deleted, as warranted by peak hour volume considerations.

TABLE 3.4-1 ROADWAY DESIGN CRITERIA

Design Element	Roadway Classification				
	Major (6)	Major (4)	Divided Second.	Second.	Coll.
Design Speed (MPH)	55	55	55	45	45
Likely Posted Speed (MPH)	45	45	45	35	35
Minimum Centerline Radii (w/o superelevation) (feet)	1,800	1,800	1,800	900	900
Maximum Design Grade (%)					
Flat Terrain	6	6	6	6	7
Rolling Terrain	7	7	7	7	8
Mountainous Terrain	9	9	9	9	10
Minimum Stopping Distance (feet)	525	525	525	360	360
Right-of-Way (feet)	120	100	88	88	68
Pavement Width (feet)	102	80	64	64	44
Travel Lanes	6	4	4	4	2
Parkway Width (feet)	9	10	5	12	12
Median (width)	Raised (14')	Raised (14')	Raised (14')	None	None

TABLE 3.4-2. TURN LANE REQUIREMENTS

Roadway Interchange	Left Lane(s)	Right Lane
Major - Major	2 on each leg	1 on each leg
Major - Secondary	2 on each leg	1 from Majors
Major - Collector	1 on each leg	None
Secondary - Secondary	2 on each leg	None
Secondary - Collector	1 on each leg	None
Collector - Collector	1 on each leg	None
Collector - Local	1 from Collectors	None

3.4.3.2

Roadway Alignments and Connections

All roadways alignments of Major (6) Arterials, Major (4) Arterials, Divided Secondary Arterials, Secondary Arterials, and Collectors, as well as intersections between any combination of these facilities shall be in accordance with the alignments established in CFP Section 3.4.4. Minor modifications to roadway alignments are permissible providing said modifications retain the integrity of the CFP and are approved by the Public Works and Planning Departments.

3.4.3.3

Local Street Access

Criteria for local street access are as follows:

- A. Local streets should only intersect with other local street or with Collectors. Connections between local streets and private streets with secondary and major arterials shall be avoided except under the following conditions:**
 - 1. Properties would be land-locked without permitting local street access to secondary or major streets.**
 - 2. Local access to a major or secondary street is deemed necessary in order to provide adequate points of access for emergency services.**
- B. When two local streets approach and intersect with a Collector from opposite sides of the Collector in proximity to one another, dog-legged intersections shall be prohibited.**
- C. Local streets shall intersect with Collectors at sufficient distance from intersection of the Collector with Collectors or higher classification facilities to accommodate turn lane requirements.**
- D. Local streets shall not have daily traffic volumes in excess of 2,000 vehicles per day.**

These criteria are recommended from an initial planning standpoint. Once traffic volume projections have been completed at the Specific Plan and tentative parcel map levels, turn lanes may be added or deleted, as warranted by volume considerations.

3.4.4

Alignment of Streets

3.4.4.1

Acceptability of Existing Alignments

A number of the existing street alignments have been found to have a satisfactory alignment already established. A list of these street segments is shown in Table 3.4-3. Additional dedication of land along established alignment may be necessary to provide the full right-of-way needed for these streets.

TABLE 3.4-3. ROADWAYS WITH SATISFACTORY EXISTING ALIGNMENTS

Street Name	Segment
Buena Vista Ave.	Ontario Ave. to Montoya Drive
California Ave.	Taber Road to Chase Drive
Main Street	Citrus Way to Foothill Parkway
Main Street	Ontario Ave. to Montoya Drive
Ontario Ave.	Oak Ave. to Lincoln Ave.
Ontario Ave.	Lincoln Ave. to Buena Vista
Ontario Ave.	Buena Vista to Taylor Ave.
Ontario Ave.	Taylor Ave. to Main Street
Ontario Ave.	Main Street to Magnolia Ave.
Ontario Ave.	Magnolia Ave. to Fullerton Ave.
Ontario Ave.	Fullerton Ave. to Rimpau Ave.
Ontario Ave.	Rimpau Ave. to California Ave.
Ontario Ave.	California Ave. to I-15 Freeway
Rimpau Ave.	Taber Road to Chase Drive
Rimpau Ave.	Chase Drive to Foothill Parkway
Rimpau Ave.	Foothill Parkway to Valencia Road
Rimpau Ave.	Valencia Road to Upper Drive
Taylor Ave.	Ontario Ave. to Montoya Drive

3.4.4.2

New Alignments Required

Street segments in the project area which are not listed in Table 3.4-3 do not presently have satisfactory alignments, or do not presently exist. Proposed alignments are summarized in Table 3.4-4 and shown graphically in Appendix No. 2.

3.4.4.3

Alignment of the Westerly Connection

Possible routes for the westerly connection of Foothill Parkway to Green River Drive were identified and various alternatives were studied for engineering and cost comparison (see Exhibit 3.4-3). The route alternative chosen was the combination of Alternative "B" for the segment east of Border Avenue, and Alternative "W" west of that point (see Exhibit 3.4-4).

The studies performed at the time of the preparation of the Community Facilities Plan did not include a detailed mitigation analysis related to impacts on existing homes along the route. Prior to establishment of a precise alignment, such studies shall be performed.

3.4.4.4

Alignment of the Easterly Connection

The opportunities and constraints related to the easterly connection of Foothill Parkway to El Cerrito Road were examined and various alternatives developed for further study (see Exhibit 3.4-5). Alternative "S" was chosen from among the various alternatives as the adopted route (see Exhibit 3.4-6).

The studies performed at the time of the preparation of the Community Facilities Plan did not include a detailed mitigation analysis related to impacts on existing homes along the route. Prior to establishment of a precise alignment, such studies shall be performed.

Exhibit 3.4-6 illustrates one possible way to provide access to the existing homes in the area of Chase Drive and State Street, to maximize the utilization of existing right-of-way, and to preserve as much as possible the existing palm trees along Chase Drive. A detailed study of these aspects shall be performed before a precise alignment is established.

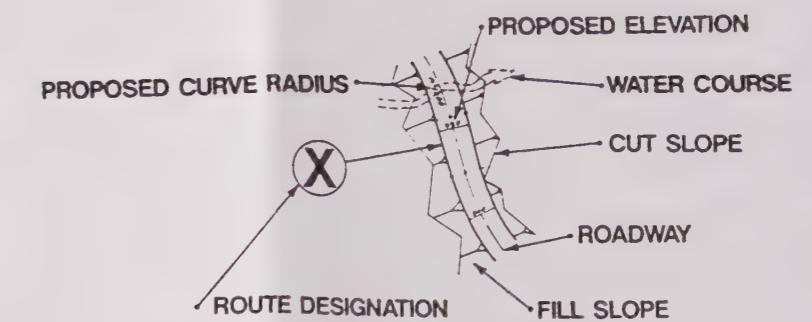
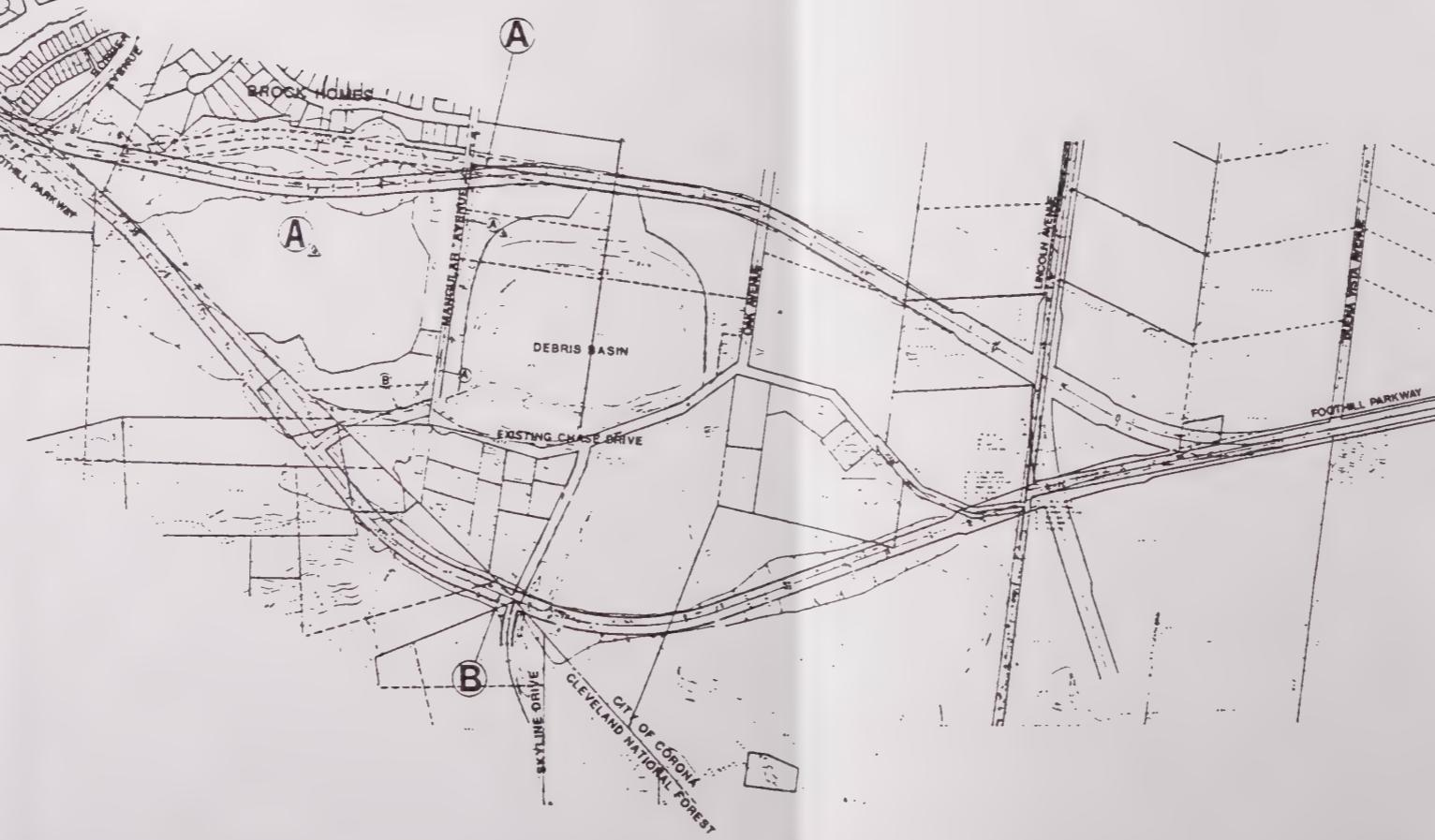
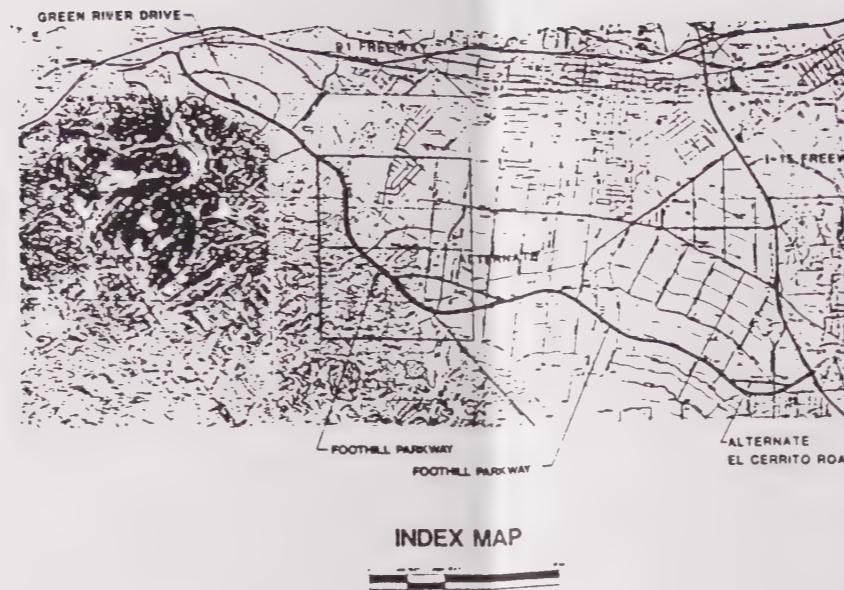
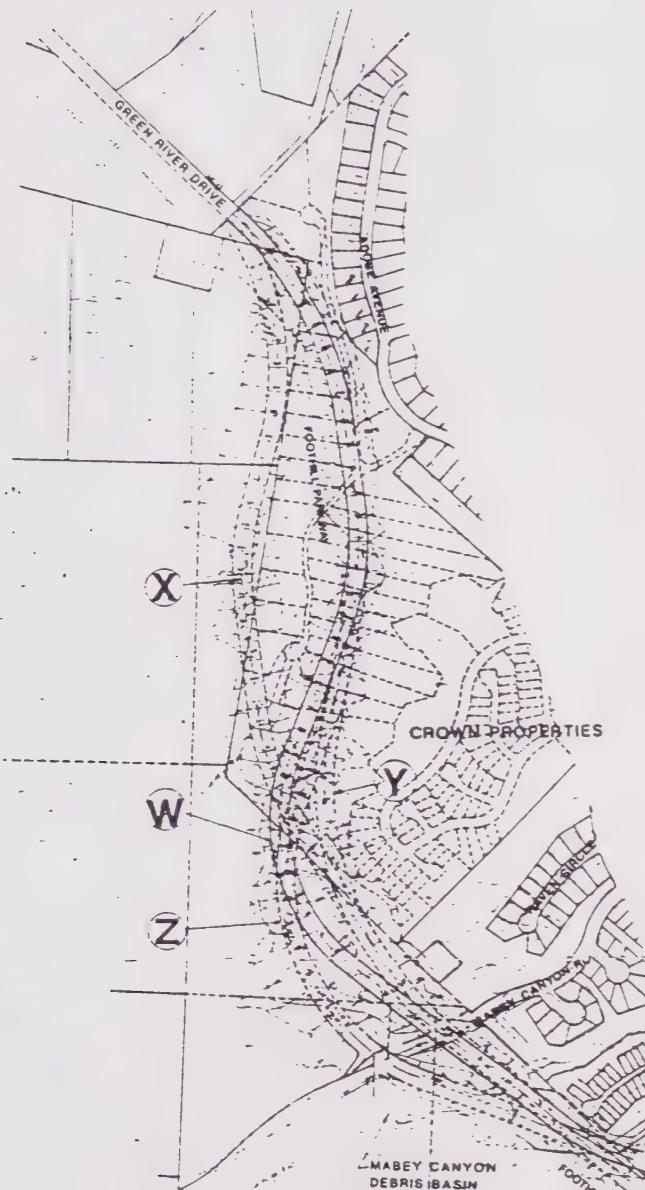
3.4.4.5

Magnolia Avenue/Main Street Connection

The Magnolia Avenue/Main Street connection was studied in particular detail due to the fact that it involves major arterials adjacent to an area designated for a commercial shopping center. For details of the adopted alignments refer to Appendix 2.



**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
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**ALTERNATIVES FOR
FOOTHILL PARKWAY
TO GREEN RIVER DRIVE
CONNECTION**

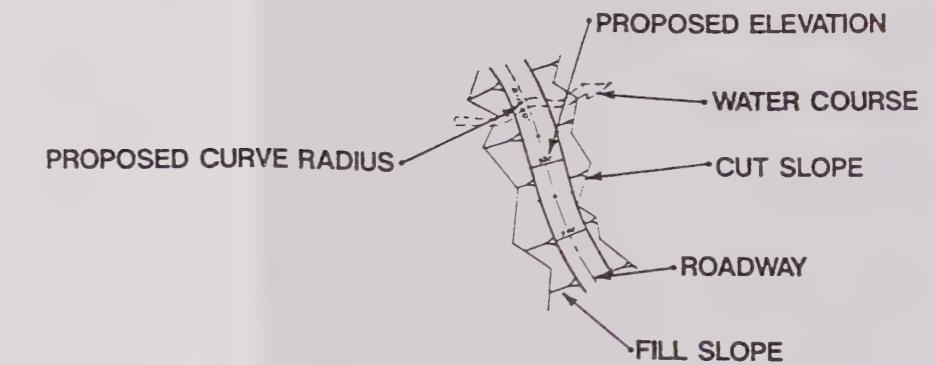
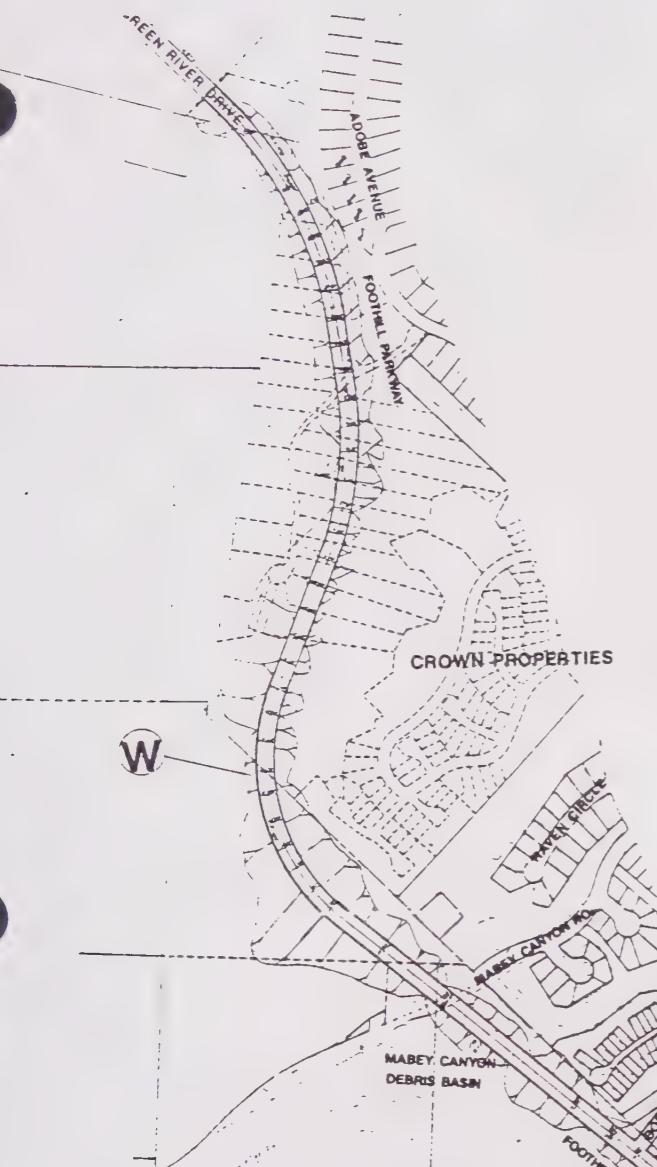
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EXHIBIT 3.4-3



**SOUTH CORONA
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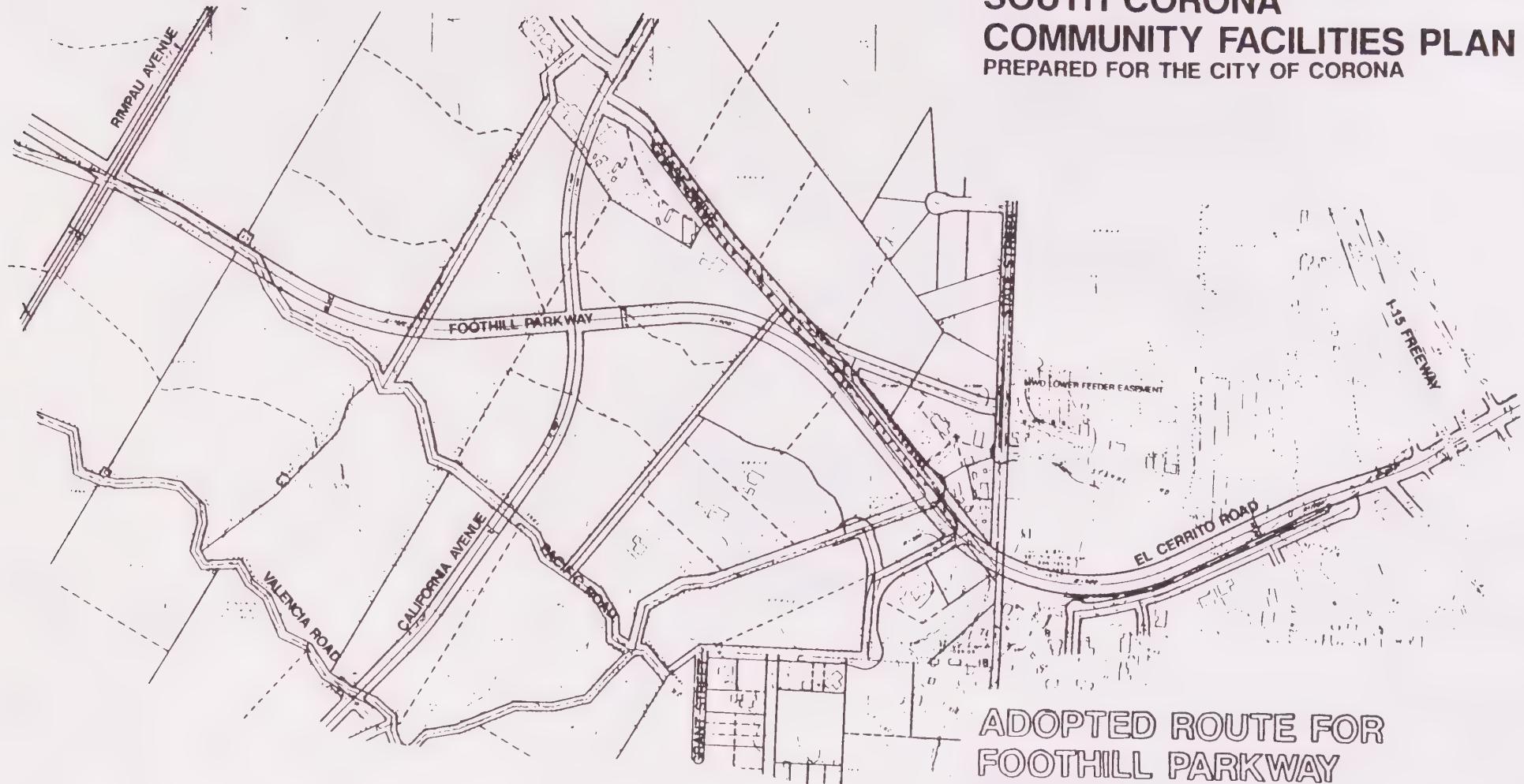
**ADOPTED ROUTE FOR
FOOTHILL PARKWAY
TO GREEN RIVER DRIVE
CONNECTION**

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EXHIBIT 3.4-4

**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA



**ADOPTED ROUTE FOR
FOOTHILL PARKWAY
TO EL CERRITO ROAD
CONNECTION**

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Land Planning • Civil Engineering • Land Surveying
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EXHIBIT 3.4-6

TABLE 3.4 - 4 (1)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Buena Vista Ave. (Collector)	Ontario to Montoya Dr.	Alignment established by existing street centerline is satisfactory.	Additional dedication required to provide right-of-way for proposed section.
California Ave. (Secondary Arterial)	Ontario to Taber Road	New alignment must be established connecting California at Ontario to existing Compton at Taber.	Refer to Appendix No. 2 Compton Avenue shall be studied and revised so as to not become a traffic bypass or a safety hazard.
California Ave. (Secondary Arterial)	Taber Road to Chase	Satisfactory alignment established by centerline of existing street.	Additional dedication required to provide right-of-way for new street.
California Ave. (Secondary Arterial)	Chase to Foothill Parkway	New alignment to be established, arcing easterly.	See Foothill Parkway Easterly Connection Exhibit (Exhibit No. 3.4-6) and Appendix No. 2
California Ave. (Collector)	Hoag Ave. to Upper Dr.	New alignment required.	Parts of existing Hoag Avenue may be usable by new alignment.

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TABLE 3.4 - 4 (2)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
California Ave. (Collector)	Valencia Rd. to Foothill Parkway	New alignment required.	
Foothill Parkway (Divided Secondary Arterial)	Lincoln to Border	New alignment must be established as identified on the Foothill Parkway Westerly Connection Exhibit (Exhibit No. 3.4.-4).	Right-of-way required is 88 ft. for this arterial, with additional slope easements as required.
Foothill Parkway (Divided Secondary Arterial)	Buena Vista to Highgrove	Satisfactory alignment along existing Chase Drive.	Additional dedication required to provide 88 ft. right-of-way. Existing Buena Vista must be terminated so as to not connect with Chase.
Foothill Parkway (Divided Secondary Arterial)	Highgrove St. to Main St.	Satisfactory alignment for first 1100 ft. along exist- ing Chase Drive. New alignment to east of Taylor Ave. to curve southerly in 1400 ft. radius curve.	Additional dedication required to provide 88 ft. right-of-way. Existing Taylor and Chase must be terminated so as to not connect with Chase. (See Appendix No. 2).

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TABLE 3.4 - 4 (3)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

STREET NAME	SEGMENT	ALIGNMENT	COMMENTS
Foothill Parkway (Divided Secondary Arterial)	Main St. to Fullerton	New alignment must be established across the Main St. wash.	Existing Garretson must be terminated in both directions so as to not connect with new street. See Appendix No. 2 for alignment.
Foothill Parkway (Divided Secondary Arterial)	Fullerton to Rimpau	New alignment must be established, generally following existing Pacific alignment.	May incorporate much of existing Pacific right-of-way.
Foothill Parkway (Divided Secondary Arterial)	Rimpau to State	New alignment must be established as shown in Foothill Parkway Easterly Connection Exhibit (Exhibit No. 3.4-6 and Appendix No. 2)	Required new right-of-way of 88 ft. Provisions for to existing homes along arterial required.
Foothill Parkway (Divided Secondary Arterial)	State to Freeway	New alignment is shown in Foothill Parkway Easterly Connection Exhibit No. 3.4-6) and Appendix No. 2. Route will parallel existing El Cerrito Rd.	Required new right-of-way of 88 ft. Provisions for existing homes along arterial required.

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TABLE 3.4 - 4 (4)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Foothill Drive (Collector)	Upper to Fullerton	Satisfactory alignment established by existing street centerline.	Additional dedication may be required to establish right-of-way needed.
Fullerton Ave. (Secondary Arterial)	Ontario to Taber Rd.	Satisfactory alignment establishment by existing street for first 400 ft. New alignment curving easterly is to match property line.	Additional dedication to 88 ft. required along existing street. Refer Appendix No. 2 for details. Existing Hudson Avenue from the south must be terminated so as to not connect with the new street.
Fullerton Ave. (Secondary Arterial)	Taber Rd. to Chase	Satisfactory alignment established by property line, except transition near chase.	Full dedication to 88 ft. width is required.
Fullerton Ave. (Secondary Arterial)	Chase to Foothill Parkway	Satisfactory alignment established by property line.	Full dedication to 88 ft. width is required.
Fullerton Ave. (Collector Arterial)	Foothill Parkway to Valencia Rd.	Satisfactory alignment established by property line.	Full dedication to 88 ft. width is required.

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TABLE 3.4 - 4 (5)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Fullerton Ave. (Collector)	Valencia Rd. to Upper	Satisfactory alignment established by property line, except for southerly 200 ft. to curve east to intersect with upper at right angle.	Full dedication to 68 ft. width is required.
Fullerton Ave. (Collector)	Upper to Foothill	New alignment to curve to existing Garretson.	Full dedication to 68 ft. width is required.
Green River Drive (Divided Secondary Arterial)	Border to Green River Rd.	New alignment must be established as identified on the Foothill Parkway Westerly Connection Exhibit No. 3.4-4).	Right-of-way required is required for this arterial, with additional slope easements as (Exhibit required.
Highgrove St. (Secondary Arterial)	Lincoln Avenue to Foothill Parkway	New alignment required.	
Highgrove St. (Collector)	Foothill Parkway to Mountain Gate Dr.	New alignment required.	

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TABLE 3.4 - 4 (6)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

STREET NAME	SEGMENT	ALIGNMENT	COMMENTS
Lincoln Ave. (Major (4) Arterial)	Ontario to Highgrove	Segment abutting alignment of Lincoln shall be shifted east approximately 150 ft. along existing residential development.	
Lincoln Ave. (Major (4) Arterial)	Highgrove Street to Mountain Gate Dr.	New alignment is required, diverging east from existing Lincoln Avenue alignment south of Chase.	New right-of-way to be 88 ft. Existing Lincoln Avenue south must be terminated so as to not connect to Upper.
Magnolia Ave. (Major (6) Arterial)	Ontario Ave. to Main St.	New alignment to curve west from matching Magnolia alignment to the north of Ontario.	See Appendix No. 2
Main Street (Collector)	Mountain Gate Dr. to Upper	New alignment required for northerly half of segment. Southerly half of segment follows existing street centerline.	Portions of existing street will need to be vacated.

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TABLE 3.4 - 4 (7)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Main St. (Major (4) Arterial)	Ontario to Magnolia Ave.	Satisfactory alignment for N'ly portion, then new R/W for curve to join Magnolia Ave.	Retain excess Right-of-way for access to commercial property
Mountain Gate Dr. (Collector)	Upper to Highgrove St.	New alignment required.	Mountain Gate Dr. shall cross Upper Dr. and extend to provide circulation to the west.
Mountain Gate (Collector)	Highgrove St. to Main St.	New alignment required.	
Ontario Ave. (Major (4) Arterial)	Oak to Lincoln	Existing Alignment is satisfactory.	
Ontario Ave. (Major (4) Arterial)	Lincoln to Buena Vista	Existing Alignment is satisfactory.	
Ontario Ave. (Major (4) Arterial)	Buena Vista to Taylor	Existing Alignment is satisfactory.	
Ontario Ave. (Major (4) Arterial)	Taylor to Main	Existing Alignment is satisfactory.	Additional dedication maybe required.

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TABLE 3.4 - 4 (8)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

STREET NAME	SEGMENT	ALIGNMENT	COMMENTS
Ontario Ave. (Major (6) Arterial)	Main to Magnolia	Existing Alignment is satisfactory.	Additional dedication required.
Ontario Ave. (Major (6) Arterial)	Magnolia to Fullerton	Existing Alignment is satisfactory, with localized exceptions.	Additional dedication required. Existing Gilbert to south shall be disconnected from Ontario to remove unsafe intersection.
Ontario Ave. (Major (6) Arterial)	Fullerton to Rimpau	Existing Alignment is satisfactory, with localized exceptions.	Additional dedication required. Existing Gilbert to south shall be disconnected from Ontario to remove unsafe intersection.
Ontario Ave. (Major (6) Arterial)	Rimpau to California	Existing Alignment is satisfactory, with localized exceptions.	Additional dedication required. Existing Lester to south shall be disconnected from Ontario to remove unsafe intersection.

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TABLE 3.4 - 4 (9)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

STREET NAME	SEGMENT	ALIGNMENT	COMMENTS
Ontario Ave. (Major (6) Arterial)	California to Freeway	Existing Alignment is satisfactory, with localized exceptions.	Additional dedication required.
Rimpau Ave. (Secondary Arterial)	Ontario to Taber Rd.	A new alignment shall be established curving from the intersection of Rimpau and Ontario to Lester.	
Rimpau Ave. (Secondary Arterial)	Taber Rd. to Chase	Satisfactory alignment established by existing centerline. See Appendix No. 2.	Additional dedication required to provide Lester right-of-way.
Rimpau Ave. (Secondary Arterial)	Chase to Foothill Parkway	Satisfactory alignment established by existing Lester centerline.	Additional dedication required to provide right-of-way.
Rimpau Ave. (Secondary Arterial)	Foothill Parkway to Valencia Rd.	Satisfactory alignment established by existing Lester centerline.	Additional dedication required to provide required right-of-way.

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TABLE 3.4 - 4 (10)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

STREET NAME	SEGMENT	ALIGNMENT	COMMENTS
Rimpau Ave. (Collector)	Valencia Rd. to Upper	Satisfactory alignment established by existing centerline.	Additional dedication required to provide Lester required right-of-way.
Santana Way (Collector)	Magnolia to Kellogg Ave.	Portions of street segment have satisfactory alignment established by property lines. Remainder of segment must have new alignment established.	
Santana Way (Collector)	Kellogg Ave. to Fullerton Ave.	Satisfactory alignment established by property lines.	
Santana Way (Collector)	Fullerton to Taber Rd.	New alignment required.	
Taber Road	Fullerton to Rimpau	Will need new alignment established.	
Taber Road (Collector)	Rimpau to California	Satisfactory alignment established by property lines. Except near California.	

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TABLE 3.4 - 4 (11)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Taylor Ave. (Collector)	Ontario to Montoya Dr.	Satisfactory alignment established by existing centerline.	Additional dedication required to provide street required right-of-way.
Upper Dr. (Collector)	Lincoln Ave. to Main St.	New alignment required northerly of existing Upper Drive alignment.	Full dedication to 78 ft. width is required.
Upper Dr. (Collector)	Main St. to Fullerton Rd.	New alignment required crossing existing flood control channel and settling pond.	Steep banks of the Main Street Wash, the flood control channel, and settling basins require special attention.
Upper Dr. (Collector)	Fullerton to Rimpaus	Straightening of existing Upper Drive required to provide satisfactory alignment.	Additional dedication required to create straight alignment. Some vacation of existing right-of-way will occur.

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TABLE 3.4 - 4 (12)
SUMMARY OF SOUTH CORONA ARTERIAL SYSTEM

<u>STREET NAME</u>	<u>SEGMENT</u>	<u>ALIGNMENT</u>	<u>COMMENTS</u>
Upper Dr. (Collector)	Rimpau to California Ave.	Straightening of existing Upper Drive required to provide satisfactory alignment.	Additional dedication required to create straight alignment. Some vacation of existing right-of-way will occur. Realign Hoag Ave. to form safe intersection.
Valencia Road (Collector)	Upper to Fullerton	New Alignment required.	Portions of the existing Valencia Road alignment may be used. Connector to severed segment of Garretson shall be provided.
Valencia Road (Collector)	Fullerton to Rimpau	Generally follows old road alignment, realignment of centerline will be required to satisfy engineering criteria.	
Valencia Road (Collector)	Rimpau to Approximately 1000 feet southeast of California.	Generally follows old road alignment, realignment of centerline will be required to satisfy engineering criteria.	

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3.4.5

Summary of the South Corona Arterial System

The road system in South Corona is proposed as a hierarchy of roads that are classified consistently with the classifications of the General Plan. These roadways include major arterials, secondary arterials and collector arterials. These roadways have been studied in detail and alignments have been recommended in the CFP. These alignments were based on refining the alignments shown in the General Plan related to more detailed evaluation of the constraints imposed on physical characteristics of the site, parcelization and engineering, geometric standards. The implementation of arterial level of roads in South Corona have been included in the cost estimates for the Financing Strategy. Local streets were not dealt with in the plan except as to how they connect to some of the arterial roadways. Those streets will be planned when Specific Plans and Tract Maps are approved in the area.

3.4.6

Roadway Development

This section discusses the specific roadways within the South Corona CFP area in the context of development responsibilities by Village.

3.4.6.1

Development Responsibility

Table 3.4-5 presents a summary of those villages which will contribute traffic to the various roadways within the South Corona Area. In addition, those roadways which would have traffic contributed by development within the City of Corona (exclusive of the South Corona area) as well as by development in the remainder of Riverside County (termed regional) are summarized. Within the financing strategy, however, it is assumed that regional and City shares will not be paid for by the existing residents in Corona.

3.4.6.2

Initial Roadway Development

Prior to construction of many of the roadways internal to South Corona, provisions will need to be made for initial construction on the part of landowners wishing to develop property which will have access via these facilities. These facilities will primarily consist of the Village internal roadways. Three scenarios for such development are as follows:

TABLE 3.4-5. ROADWAY UTILIZATION

Roadway	Village				City	Region
	1	2	3	4		
Buena Vista Avenue	X					
California Avenue	X	X	X	X	X	
Foothill Parkway	X	X	X	X	X	X
Fullerton Avenue			X	X		
Lincoln Avenue	X		X	X		
Magnolia Avenue	X	X	X	X		
Main Street	X	X	X	X		
Ontario Avenue	X	X				
Rimpau Avenue		X	X			
Taylor Avenue	X					
Upper Drive			X	X		
Village 1 Internal	X					
Village 2 Internal		X				
Village 3 Internal			X			
Village 4 Internal				X		

A.**Case I: Access Via Existing Roadways**

In the event that access to a proposed development will be provided via existing roadways, the applicant shall be responsible for one half-section of any necessary roadway improvements to facilities abutting the subject property, and for full improvements for facilities traversing the subject property. Should the applicant wish to realign the existing roadway through the subject property, this may be done provided the realignment does not compromise the integrity of the CFP, and that all design criteria established in the CFP are followed. If the applicant's proposed realignment affects adjacent property owners, the applicant must demonstrate acceptance of said proposed alignment on the part of all affected property owners. Any realignment shall be subject to a detailed engineering analysis. The proposed realignment will be evaluated by the Public Works Department for consistency with the City's Subdivision Ordinance and the design criteria and guidelines established in the CFP.

B.**Case II: Access Via Modified Existing Roadways**

In the event that access to a proposed development will be provided via an existing roadway which is to be realigned under the CFP, the developer shall be responsible for construction of the realignment within said property. If proposed realignment

affects adjacent property owners, the applicant must demonstrate acceptance of said proposed alignment on the part of all affected property owners. The design for the alignment shall be consistent with the provisions of the City of Corona Subdivision Ordinance and the design criteria and guidelines established in the CFP.

C. Case III: Access Via Proposed Roadway

In the event that access to proposed development will be provided via a roadway proposed under the CFP, the applicant shall be responsible for construction of that portion within said property and shall connect said roadway with the remainder of the South Corona circulation system. The design for the alignment shall be consistent with the provisions of the City of Corona Subdivision Ordinance and the design criteria and guidelines established in the CFP.

3.4.7

Recommended Roadway Improvement

Examination of the build-out background plus South Corona traffic volumes indicates that a number of roadway improvements will be needed to accommodate forecast traffic due to increased development throughout the City of Corona, the region, and the South Corona area. Exhibit 3.4-7 illustrates the General Plan classification for the roadways in the vicinity of the South Corona area. Exhibit 3.4-8 identifies facilities where ultimate volumes will exceed the General Plan capacities and additional improvements are needed. In addition, this figure also presents those facilities which, although they may not exceed capacity, will approach capacity at build-out and may need improvements beyond General Plan designations. These improvements are discussed below. It should be noted that all these roadway improvements assume construction of the Foothill Parkway connection to I-15 as a four lane divided arterial. Additional improvements needed for the easterly connection is constructed as a two lane roadway are discussed later in this section.

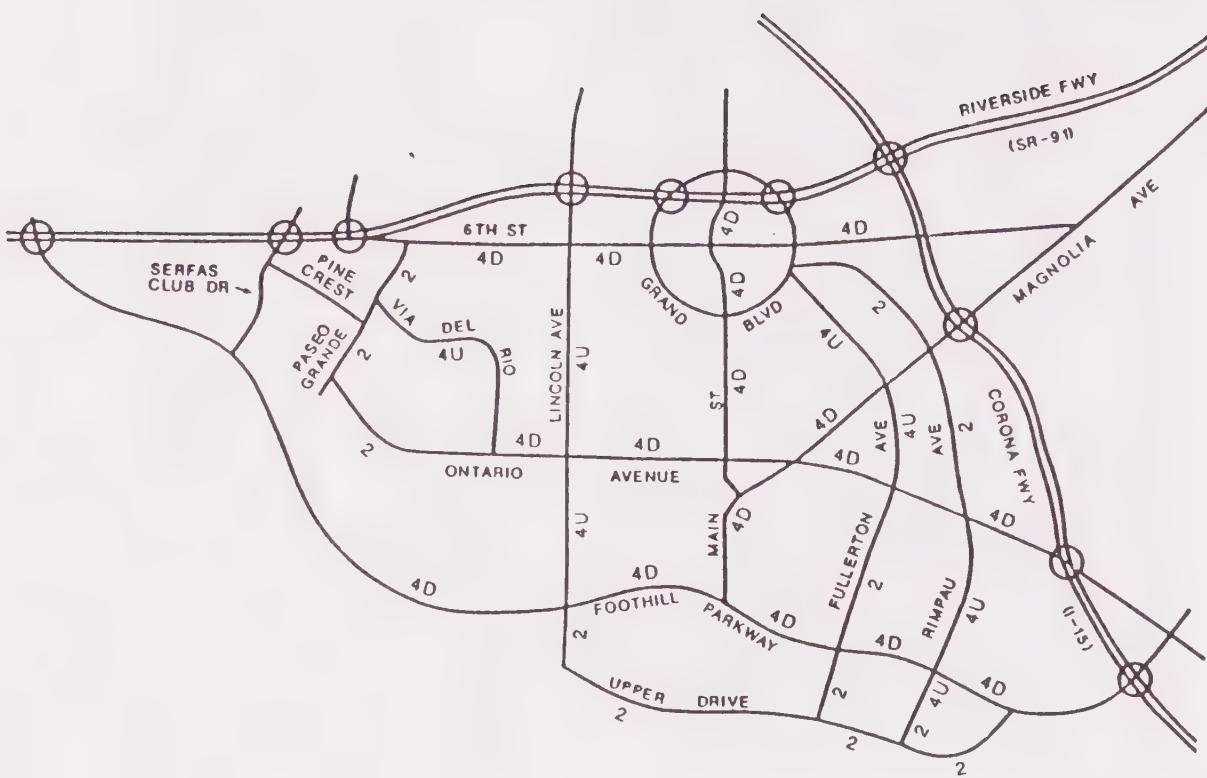
3.4.7.1

General Plan Improvements

All General Plan improvements discussed previously will need to be implemented. These include:

1. Main Street - Widen to a four lane divided arterial from SR-91 to Ontario Avenue.
2. Magnolia Avenue - Widen to a four lane divided arterial from I-15 to Ontario Avenue.

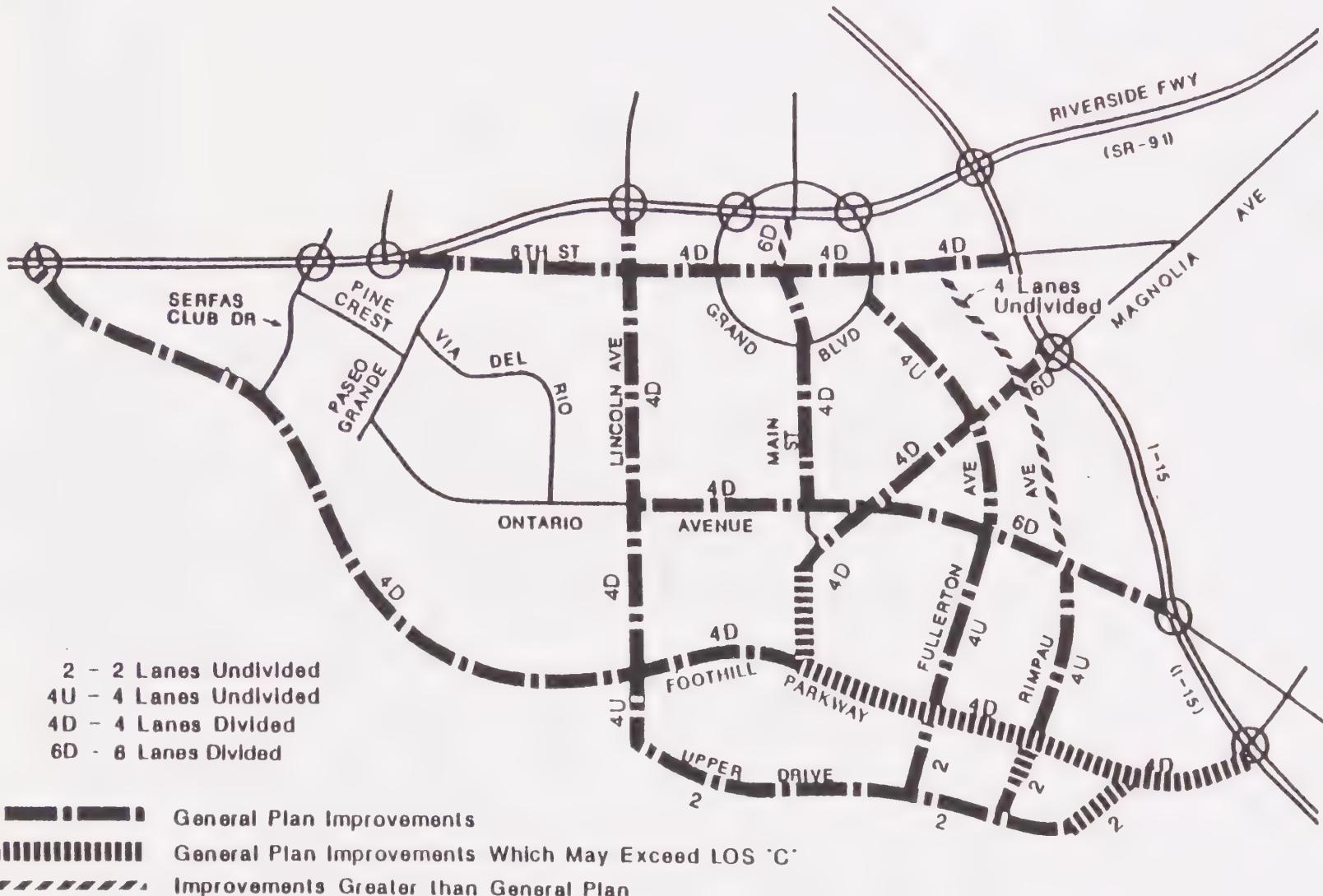
**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA



**GENERAL PLAN
ARTERIAL
CLASSIFICATION**



EXHIBIT 3.4-7



SOUTH CORONA COMMUNITY FACILITIES PLAN

PREPARED FOR THE CITY OF CORONA

3. Ontario Avenue - Widen to a four lane divided arterial from Via Pacifica to Main Street and widen to a six lane divided arterial from Main Street to I-15.
4. Sixth Street - Widen to a four lane divided arterial from SR-91 to Magnolia Avenue.

3.4.7.2

South Corona Improvements

All improvements necessary to implement the proposed South Corona circulation system will be necessary.

3.4.7.3

Improvements Beyond General Plan Designation

Those improvements beyond General Plan designated improvements (termed improvements greater than General Plan in Exhibit 3.4-8), which will be necessary to eliminate unacceptable conditions are as follows:

1. Lincoln Avenue - Sixth Street to Ontario Avenue - This section of Lincoln Avenue will need to be widened to a four lane divided arterial. Due to right-of-way limitations, it may not be possible to physically widen Lincoln Avenue. It is possible, however, to functionally provide for a divided roadway through striping to prohibit left turns except at intersections with left turn lanes and restrict access to right in/right out only.
2. Main Street - Sixth Street to Grand Boulevard - This section of Main Street will need to be widened to a six lane divided arterial.
3. Rimpau Avenue - Sixth Street to Ontario Avenue - This section of Rimpau Avenue will need to be widened to a four lane undivided arterial.

3.4.7.4

Suggested Additional Improvements

As indicated on Exhibit 3.4-8, several roadways with General Plan improvements are forecast to operate in excess of LOS C limitations, but not in excess of capacity (termed General Plan improvements which may exceed LOS "C"). The improvements which would be needed to provide acceptable levels of service are as follows:

1. **Lincoln Avenue - Ontario Avenue to Foothill Parkway -** This section of Lincoln is forecast to operate at LOS D under its General Plan designation. Therefore, Lincoln Avenue south of Ontario Avenue is recommended to be improved to a major four lane divided arterial from its present secondary classification to provide for operations within acceptable limitations.
2. **Magnolia Avenue/Main Street - I-15 to Citrus Way -** Magnolia Avenue/Main Street is forecast to operate with LOS D and E under its General Plan designation. Therefore, it is recommended that this section of Magnolia Avenue/Main Street be widened to a six lane divided arterial to provide for operations within acceptable limitations.
3. **Fullerton Avenue - Ontario Avenue to Foothill Parkway -** This section of Fullerton is forecast to operate at LOS D under its General Plan designation. Therefore, Fullerton Avenue South of Ontario Avenue would need to be improved to a four lane undivided arterial to provide for operations within acceptable limitations.

3.4.7.5

Additional Improvements for Build-Out Network with Two Lane Connection

It is estimated that construction of a two lane Foothill Parkway connection to I-15 may be needed at between 65% and 95% of South Corona development. Because of the demand for this facility, the connection would immediately experience unacceptable levels of service by 85% of development of South Corona, the two lane connector would reach capacity. Assuming that over capacity conditions were permitted for this section of Foothill Parkway only, all roadway improvements discussed above will be applicable to this network alternative as well. In addition, with the planned deficiency of the easterly connection, two other facilities which were estimated to possibly need improvements greater than their General Plan designation will have a greater likelihood of needing these improvements. These are Lincoln Avenue between Ontario Avenue and Foothill Parkway (improvement to a four lane divided arterial) and Magnolia Avenue/Main Street between Ontario Avenue and Foothill Parkway (widening to a six lane divided arterial). In addition, it would be desirable to widen California Avenue between Ontario Avenue and Foothill Parkway to four lanes undivided to provide additional capacity from the South Corona area to Ontario Avenue.

3.4.8

Roadway Improvement Phasing

Table 3.4-6 summarizes the arterial improvement phasing requirements. This table presents those roadway segments which will require roadway improvements, as well as the percentage of South Corona development which could occur prior to each improvement being needed. The first two columns present the percentages of South Corona development which could be accommodated prior to roadway improvements. The first percentage represents development which could occur prior to reaching the LOS "C" standard (approaching unacceptable conditions), whereas the second percentage represents development which could be accommodated prior to reaching capacity. The third column describes the roadway improvements. Since these roadway improvements assume General Plan designations for all roadways examined, these improvements assume a four lane Foothill Parkway connection to I-15.

This phasing program assumes equal development for all villages within the South Corona area to occur at a rate equivalent to development within the remainder of the City of Corona and the region. Hence, the percentage of development allowed prior to needed improvements would be greater or lesser if a particular village within South Corona or South Corona in its entirety were developed at a different rate than other development within the City or region. As part of the Phasing Monitoring Program, the roadway improvement requirements shall be revised annually to reflect current improvement needs and estimates of improvement phasing.

TABLE 3.4-6 ARTERIAL IMPROVEMENT PROGRAM

Percent of LOS C	Development Capacity	Improvements
0%	0%	Widen Main Street from Grand Boulevard to Ontario Avenue to 4 lanes.
0%	5%	Widen Ontario Avenue from Main Street to I-15 to 4 lanes.
0%	75%	Widen Main Street from SR-91 to Sixth Street to 6 lanes.
25%	35%	Widen Magnolia Avenue south of Ontario Avenue to 6 lanes.
25%	35%	Widen Main Street south of Magnolia Avenue to 4 lanes.
30%	40%	Widen Lincoln Avenue south of Ontario Avenue to 4 lanes.

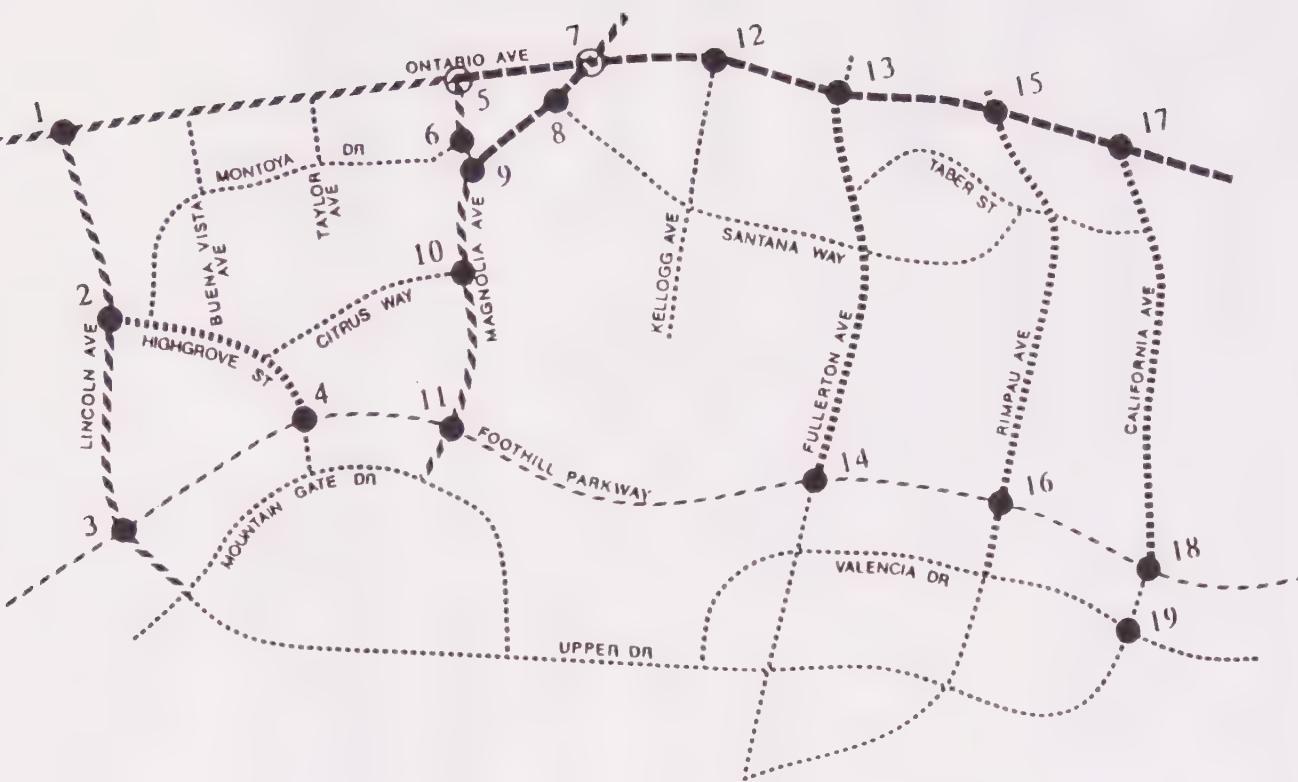
TABLE 3.4-6 (continue) ARTERIAL IMPROVEMENT PROGRAM

Percent of LOS C	Development Capacity	Improvements
30%	60%	Construct westerly connection of Foothill Parkway to SR-91 (4 lanes).
40%	65%	Widen Ontario Avenue from Lincoln Avenue to Main Street to 4 lanes divided.
45%	60%	Widen Rimpau Avenue south of Ontario Avenue to 4 lanes.
45%	65%	Widen Main Street between Ontario Avenue and Magnolia Avenue to 4 lanes.
50%	70%	Widen Rimpau Avenue from Grand Avenue to Ontario Avenue to 4 lanes.
50%	80%	Widen Fullerton Avenue from Grand Boulevard to Ontario Avenue to 4 lanes.
55%	75%	Construct easterly connection of Foothill Parkway to I-15 (2 lanes).
65%	80%	Widen California Avenue south of Ontario Avenue to 4 lanes.
75%	95%	Widen Fullerton Avenue south of Ontario Avenue to 4 lanes.
85%	100%	Widen Ontario between Main Street and I-15 Freeway to 6 lanes.
95%	100%	Widen Foothill Parkway east of California Avenue to 4 lanes.

3.4.9 Signalization

Based upon CalTrans traffic signal warrant criteria, nineteen intersections within the South Corona area will require signalization upon project build-out. Exhibit 3.4.9 illustrates the intersections which will require signalization. These intersections are as follows:

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LEGEND:

- Major (6) Arterial
- Major (4) Arterial
- - Divided Secondary Arterial
- Secondary Arterial
- Collector
- Proposed Signal
- Existing Signal

**SIGNALIZED
INTERSECTIONS**

EXHIBIT 3 4-9

1. Lincoln Avenue/Ontario Avenue
2. Lincoln Avenue/Highgrove Street
3. Lincoln Avenue/Foothill Parkway
4. Highgrove Street /Foothill Parkway
5. Main Street/Ontario Avenue (existing signal)
6. Main Street/Montoya Drive
7. Magnolia Avenue/Ontario Avenue (existing signal)
8. Magnolia Avenue/Santana Way
9. Magnolia Avenue/Main Street
10. Main Street/Citrus Way
11. Main Street/Foothill Parkway
12. Kellogg Avenue/Ontario Avenue
13. Fullerton Avenue/Ontario Avenue
14. Fullerton Avenue/Foothill Parkway
15. Rimpau Avenue/Ontario Avenue
16. Rimpau Avenue/Foothill Parkway
17. California Avenue/Ontario Avenue
18. California Avenue/Foothill Parkway
19. California Avenue/ Valencia Drive

3.5 PUBLIC FACILITIES PLAN

3.5.1 Parks and Recreation

3.5.1.1 Parks

Description

The South Corona project area is anticipated to include up to 136.7 acres of land for public parks. The ultimate number of acres actually developed for public parks will depend on the number of units that are constructed, potential for other facilities such as joint park use in detention facilities and the specific proportion of park fees that will be allocated to parkland acquisition rather than improvements. It is the City's objective to maximize acquisition of land for parks in South Corona.

A hierarchy of public parks is planned for the South Corona area. This hierarchy includes three levels of public park facilities as follows:

Neighborhood Park - These parks are generally 5 acres minimum and are intended to serve daily recreational needs of nearby adjacent residential neighborhoods. These parks should be located within convenient walking distance from the residential areas which they serve. These parks generally include activities such as open field play, picnic areas and tot lots.

Community Parks - These parks are larger in scale than neighborhood parks and, therefore, provide a broader variety of activities. These parks are 20 acres in size and include larger scale activities such as baseball for league play, soccer and football field areas, tennis and other court type recreation and other facilities to serve the larger community recreational needs.

Major City Park - This type of park is intended to provide a wide range of activities that will serve not only the community but surrounding areas of the City. These parks may include such activities as expansion of the large field games and league baseball, public library, performing arts theater, cultural facilities and other activities which serve the citizens of the city at large.

Exhibit 3.5-1 illustrates the distribution and general location of neighborhood and community parks within the South Corona community. The precise location, size and number of park facilities will be determined over time as development occurs and as funds become available for the City to acquire park sites or through land dedication. Exhibit 3.5-1 shows four neighborhood parks and four community parks.

It is the intent of the City that a major park be located in the South Corona planning area, having a land area in excess of 50 acres, and that such park be centrally located in order to meet the objectives of the City in providing adequate parkland and recreational opportunities for the citizens of Corona. The future City park site is identified in the Parks and Recreation Master Plan, generally located at the southeast corner of Magnolia Avenue and Ontario Avenue. A program for the acquisition and development of the major park site is included in the Parks and Recreation Master Plan.

In determining specific park locations, the following general guidelines and criteria shall be used: (Note: These criteria may be superceded by the "Comprehensive Parks, Recreation and Open Space Master Plan")

Neighborhood Parks

Four 5 acre neighborhood parks are proposed. Neighborhood parks should be located to serve residents within a radius of one-half mile. Because of duplication of certain facilities with community parks, the service areas of neighborhood and community parks could overlap. Neighborhood parks should occur within the flatter areas of the community and within the low, low-medium and medium density areas to conveniently serve the maximum number of persons.

SOUTH CORONA COMMUNITY FACILITIES PLAN

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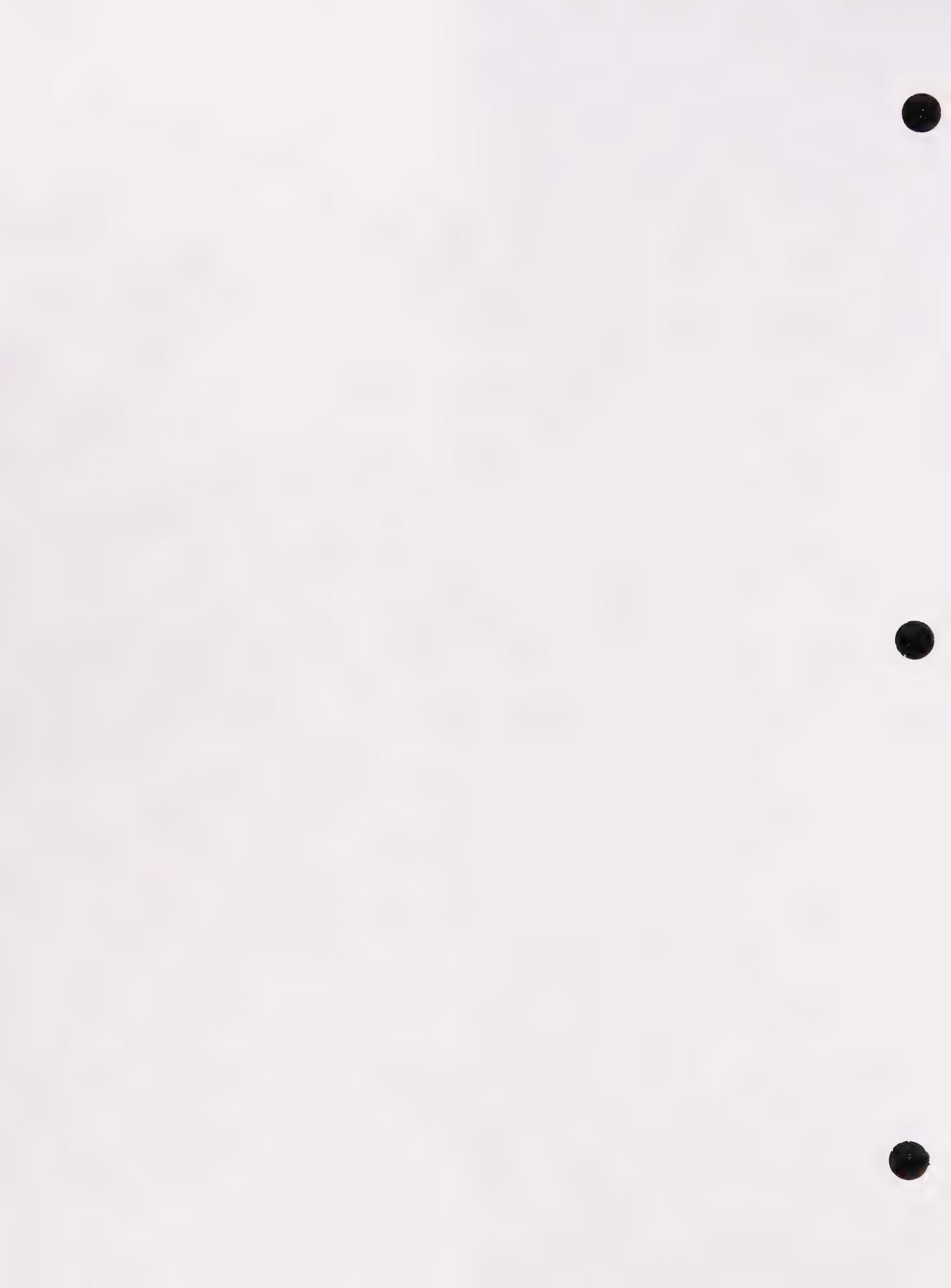


- CLASS I BIKE PATH
- ALTERNATIVE CLASS I BIKE PATH
(ROUTE OF WHICH ARE DASHED)
(NO BIKE PATH INDICATED)
- PARK LOCATION ZONE
- CP COMMUNITY PARK 200 AC.
- NP NEIGHBORHOOD PARK 50 AC.
- POTENTIAL JOINT PARK
DETENTION FACILITY
(2.0 AC TOTAL)
- GENERAL DETENTION
FACILITY LOCATION
(2.5 AC TOTAL)
- RECOMMENDED DETENTION
FACILITY LOCATION (3.5 AC TOTAL)
- MP MAJOR PARK 50.0 AC.

**PARK AND TRAILS
CONCEPT**



EXHIBIT 3.5-1



The following general criteria should be used for the location and development of neighborhood parks:

- o Access to neighborhood parks should emphasize modes of transportation other than automobile (i.e., pedestrian and bicycle trails).
- o The service area of a neighborhood park should not be separated by natural or artificial barriers such as major thoroughfares, or flood control facilities.
- o Due to the minimal size of neighborhood parks, lands within a park shall not include slopes in excess of 10 percent, unless prior to dedication, a determination is made by the Parks Director that such lands would serve a recreational purpose.
- o Whenever possible, neighborhood parks should be located within village cores and linked to the residential areas by the proposed bicycle trail system.
- o Whenever possible neighborhood parks should be located adjacent to elementary schools to maximize the opportunity of joint use and expansion of the recreational facilities.
- o A neighborhood park may include such facilities as tot lots, picnic areas, tennis courts, basketball and volleyball courts, and playfields. The specific type and number of facilities located in a neighborhood park shall be determined by the Parks Commission and related to the City's current park master plan program.
- o Neighborhood park land shall be acquired through suitable land dedications or in-lieu fees.

Community Parks

The plan proposes four 13-20 acre community parks, one within each village. Community parks serve residents within a one mile radius. The following general criteria should be used for the location and development of community parks:

- o Community parks shall be located within village cores, preferably at the intersection of arterial and collector level roads.

- o Access should be encouraged by modes other than automobile (i.e., pedestrian and bicycle trails).
- o When possible, such parks should be considered for location adjacent to school sites, utilizing joint use opportunities especially with intermediate level school.
- o Community park land shall be acquired through suitable dedications or in-lieu fees.
- o Community parks may include competition size swimming pools, tennis courts, playfields for baseball, football and soccer, volleyball courts, basketball courts and a community recreational center. The type and number of facilities shall be subject to the review and approval of the Parks Commission.

Major City Park

The major City park is proposed to be a minimum of 50 acres in size. The ultimate size of this park will be determined by the availability of land and funding resources. The park will serve residents citywide. This park is centrally located within this community and is conveniently located to serve areas of the City located north of Ontario Avenue.

3.5.1.2 Dedication Requirements

Assuming that the park dedication or fees in-lieu of dedication requirement which is based on the City's requirement of 3.5 acres per 1,000 people will be applied totally to land acquisition, then a total of 136.7 acres of park will be allocated to parkland within this community. Of this total, the community is estimated to generate a requirement of 33 acres of city park. Should the City seek to acquire more than the 33 acres of city park, then the remaining acreage may be acquired either through funding sources outside of the South Corona community or by reducing the acreage allocated to neighborhood parks and thereby keeping the total number of park acres to be financed by the community at 136.7.

As parcels are subdivided, the City will require the landowner to either dedicate land or pay a fee in-lieu of land dedication based on a Quimby Act Requirement of 3.5 acres per 1,000 people.

Where development is proposed for large parcels and under a specific plan, then the appropriate location of land for the park dedication can be determined through the specific plan. Where

3.5.1.3

subdivisions are 50 units or less, in lieu fees will be required. For subdivisions over 50 units, dedication may be required.

Joint Use Facilities

There is an opportunity within the South Corona area to locate park facilities with other facilities to expand the recreational opportunity of these facilities through joint usage.

As part of the overall drainage program for the South Corona area, it is proposed that detention facilities be constructed within certain drainage areas (refer to Drainage Exhibit 3.8-1). The detention facilities that are proposed are of the type where water backs up as the flow capacity of the downstream underground storm drain system is reached. These are called "flow-by" detention facilities. The other type of detention facility, not proposed in this plan, is called a "flow-through" detention facility, where stormwater continually flows through and is retained within the facility. The latter presents a continual maintenance requirement for debris caused by storm flows and requires an open channel through the facility.

The flow-by facility that is proposed is subject only to infrequent inundation and minimizes maintenance related to debris from storm flows. There are two types of flow-by detention facilities proposed for South Corona. One retains 25 percent of the peak flow in a 100-year storm event, the other retains 35 percent of this flow. The 25 percent facility minimizes the frequent of storm water inundation within the detention basin. The anticipated frequency for any storm water entering the basin is every 10 years and every 100 years for total inundation. With the 35 percent detention facility, the anticipated frequency of any storm water entering the facility would occur on intervals of one or two years. Because of the limited frequency of water inundation and very limited storm water maintenance, the 25-percent flow-by facilities present the opportunity of joint recreational use with facilities. This also presents the opportunity to expand the park acreage within the community or to utilize some of the additional acreage that is gained from detention facilities to be applied to park improvements.

In a joint use park detention facility, a portion of the selected park site is graded and configured both to provide the required peak flow drainage storage and to accommodate normal park usage. The most appropriate uses in these detention areas include ball fields, open play areas, nature areas, trail systems and picnic areas. These improvements can withstand periodic inundation. Park structures such as parking, court games and

utilities can be located in other areas of the park above the maximum inundation level.

The Park/Trails Concept Plan (Exhibit 3.5-1) identifies areas where potential joint park and detention uses are recommended for consideration. It is the City's objective to provide usable park space that has the flexibility of accommodating a variety of recreational facilities. The degree to which this objective can be achieved will depend on how the design of the detention facility provides for anticipated park use.

Careful consideration will be given by the City in utilizing these detention facilities as an expansion of the park system recreational opportunity and recognizing benefits of joint use as long as the design of such facilities provide the flexibility to develop desired recreational uses with normal maintenance requirements. A key benefit of joint use is it may provide the opportunity to utilize some of the detention area land for park activities and reduce the acquisition acreage and, therefore, some of the fees could be applied to improvements instead of acquisition.

To encourage the compatibility of joint use for detention and park facilities, the following guidelines which address issues such as increasing public safety and minimizing maintenance costs shall be used to prepare designs for these facilities:

- o Maximum side slopes of 5:1, for turf areas.
- o Maximum depth of 6 feet at lowest part of basin.
- o Construct basin as a series of terraces to allow any sediment to occur at the lower portion of the basin, and to avoid a depth greater than 18 inches at the edges for safety purposes.
- o Slope the basin floor to outlet or drain at 2 percent minimum.
- o Locate active use areas away from discharge structures.
- o Provide for slightly elevated playfields in potential flood areas to ensure quick drainage of the fields.
- o Ball fields should be all turf.
- o All hard surfaces in higher frequency flood areas should be concrete, not flexible paving.

- o Provide access/maintenance road or path into flood areas.
- o No floatable objects should be used in the flood areas.
- o Irrigation system to be installed with double check valve backflow preventer to ensure no flood waters flow back to the public water system.
- o Irrigation system to be designed to allow independent control of potential flood areas.
- o The following park uses shall not be located within areas subject to inundation: public buildings, restrooms, pavilions, swimming pools, tennis or other court games, tot lots and parking lots.
- o The following uses may be located in areas subject to inundation: ball fields, open play areas, trails, picnic areas, and natural areas.
- o Design drainage structures to be as unobtrusive as possible through grading, selective location, and planting.
- o Provide fencing for safety at unavoidably steep slopes and drop offs.
- o Provide trash racks and grates to prevent access at all storm drain openings.
- o All slope and flat areas in areas subject inundation to be planted with turf and trees only. Shrubs and groundcover to be used only for screening of structures. Turf areas shall not be allowed on slopes in excess of 5:1.
- o All trees used must be able to withstand periodic inundation; these include species such as Alder, Birch, Eucalyptus, Melaleuca, Pine, Popular, Sycamore and Willow.
- o Provide emergency spillway or flood route in the event that basin's 100-year capacity and freeboard is exceeded.
- o Maximum amount of time to drain basin should not exceed 24 hours.

3.5.2

Schools

The project area is located within the Corona/Norco Unified School District's jurisdiction. The District handles all student needs from Kindergarten through 12th grade.

The projected number of school facilities, assuming the area is built to its maximum projected number of units of 13,215 (12,500 new units and 716 existing units), will be as follows:

Seven Elementary Schools	(Grades K-6)
One Intermediate School	(Grades 7 & 8)
One High School	(Grades 9-12)

This projection is based on the following generation criteria currently utilized by the School District.

1. Student Generation Criteria

K-6: .35 Students per dwelling unit @ 13,215 = 4,625 students.

7&8: .11 students per dwelling unit @ 13,215 = 1,454 students.

9-12: .21 students per dwelling unit @ 13,215 = 2,774 students.

2. School Facility Criteria

Elementary School (K-6)	650 students, 10 acres
Intermediate School (7&8)	1,000 students, 20 acres
High School (9-12)	2,000 students, 40 acres

The exact school population standards can vary depending on the specific design of the facilities, therefore the above standards may vary to some extent.

The School District will acquire school sites on a phased basis based on projected student needs. The district will finance the acquisition of school sites and facility construction through the assessment of development fees or suitable dedication of land as well as state funding.

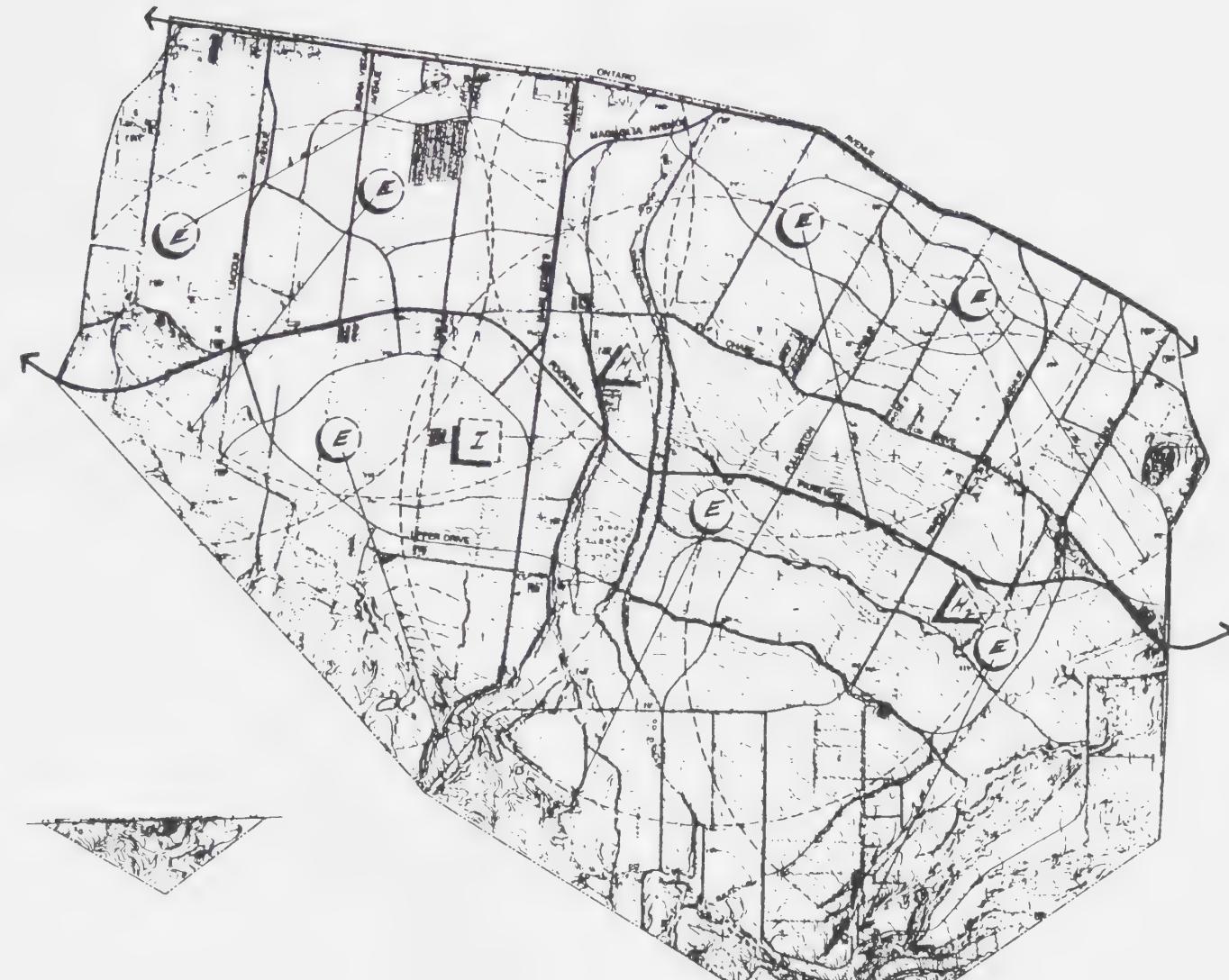
The School District is responsible for determining the locations of their facilities. The School District will acquire school sites over time, when they are needed to accommodate future student population growth. Specific sites will be determined by their availability and their most appropriate locations related to the area that they will serve. The conceptual school site locations shown on Exhibit 3.5-3 are general in nature and are not intended to be

**SOUTH CORONA
COMMUNITY FACILITIES PLAN**

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- E ELEMENTARY SCHOOL 1100 ft
- I INTERMEDIATE SCHOOL 1300 ft
- H HIGH SCHOOL 1400 ft
(alternatives)

NOTE: SCHOOL FACILITIES ARE INTENDED TO SHOW A CONCEPTUAL DISTRIBUTION IN THE COMMUNITY AND ARE NOT SITE SPECIFIC LOCATIONS.



**SCHOOL FACILITIES
CONCEPT**



EXHIBIT 3.5-3

precise. The locations shown on Exhibit 3.5-3 are based on certain locational considerations that are described below:

- o Elementary schools should be located, as nearly as is feasible, within a one mile radius to the students that will be served by the school.
- o One intermediate school is projected to serve the entire South Corona area. The location of the intermediate school should be centralized with ease of access from within the area.
- o Wherever feasible elementary schools and the intermediate school should be located within the medium density village core areas thus providing the opportunity for trail access and convenient access from within the villages.
- o The high school should be as central as possible to its service area. Two locations have been suggested on Exhibit 3.5-3. The location at Foothill Parkway near Magnolia provides a central location with good vehicular and potential bicycle trail access. It also provides the opportunity of sharing recreational parking facilities with a major city park if the city selects the park location along the Main Street Wash. The second location assumes that the service area of the high school will shift to serve students in the eastern portion of the South Corona area as well as students from developing areas to the southeast. A general location is shown within the Village core area of Village 3; this location provides good access and desirable relationships with higher density uses which are more compatible with traffic and access considerations.
- o The joint use of school and park facilities is encouraged particularly for locations that occur within the Village Core areas. Joint use is encouraged particularly between elementary schools and neighborhood parks and intermediate schools and community parks where the scale of activities are similar. It is recommended that the City work with the School District in locating their facilities to maximize the joint use of playground and field activities where such joint usage is determined beneficial to the needs of both agencies.

3.5.3

Fire Station

The City of Corona Fire Department estimates that the total fire station requirement for the South Corona area is 1.377, although 2 fire stations are to be located within the area. Each fire station would require a one-acre site. It is estimated that the existing City Fire Station One has capacity to serve the first new 2,500 units constructed in the South Corona area. The first fire station for the area would be constructed in the vicinity of Lincoln at Foothill

Parkway and the second at California and Foothill Parkway (see Exhibit 3.5-4).

The City is currently considering an ordinance to require fire sprinklers in all newly constructed houses. If this ordinance is approved, the need for the second fire station in the study area may be eliminated. The one required fire station may then be located at the center of the South Corona area, near Magnolia and Foothill Parkway or within the western portion of the area.

3.5.4 Police

The City of Corona Police Department anticipates that the South Corona area will be served from the main police station located in downtown Corona, but will require a substantial increase in personnel and equipment. An addition of 1.5 police officers is anticipated for each 1,000 of population. Based on a projected population of 39,075 people there will be a need for 59 new police officers.

3.5.5 Libraries

Development of the South Corona area will require an expansion in library services. Initially, it is recommended that a branch library be located in the commercial center at Magnolia and Main. This location will offer convenience to the South Corona residents. A lease space of 5,000 square feet will provide branch library services to a population of approximately 10,000.

When the population reaches 20,000, the 5,000 square foot leased facilities will be replaced by the construction of a branch library. The branch will require an approximately 10,000 square foot facility located on at least 3 acres. The optimum location for the branch is at the city park or within a Village Core.

3.5.6 Post Office

One post office is anticipated to be located within the South Corona community. Such a location should provide convenience to the residents within the community and therefore sites having good accessibility should be considered. Optimal locations include village cores, within or adjacent to the proposed commercial areas.



**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA

FIRE STATION

FIRE STATIONS



EXHIBIT 3.5-4

3.6

SEWER PLAN

The area was previously Master Planned by King & King in 1970 and updated by James M. Montgomery in 1987. The concept for the two plans is similar in that they take advantage of the prevailing slope and plan for south to north gravity wastewater flow.

The backbone sewer system for the South Corona area (see Exhibit 3.6-1) and related design criteria has been developed for the City by James M. Montgomery Consulting Engineers in their Sewer System Master Plan dated September 28, 1987.

Peak daily flow rates are based upon a formula developed by flow testing in the County Sanitation District of Orange County and used by them and Chino Basin MWD. The formula is F: (peaking factor) is equal to 1.84 divided by the average daily flow in CFS (Q) to the minus 0.08 power, i.e., $F = 1.89/Q^{-0.08}$. Infiltration of groundwater or inflow of storm flows into the sanitary sewer systems are considered negligible.

3.6.1

Sewering Volume

Wastewater flows from the study area will impact eleven subareas within three of the major drainage areas identified in the City's Master Plan (Areas D, F, and H). The flow generated by each area is summarized in Table 3.6-1. The total average daily flow generated is 4.52 cfs.

Table 3.6-1 SEWERAGE FLOW BY ACRE - DAILY FLOW

	Average Daily Flow (CFS)	Average Daily Flow (MGD)
D (3,4,5)	2.20	1.42
F (2,3)	1.75	1.13
H(1,2,3,4,5)	3.06	1.98

3.6.2

Existing and Proposed Onsite Facilities

Existing onsite sewer facilities consist of 8" lines located in the northerly reaches of Lincoln, Taylor and Main. Required new facilities include 8-inch diameter sewers in Lincoln, Taylor, Main, Garretson, Rimpau, upstream California Pacific and Compton and along the Oak Street Channel; and 10 inch diameter sewers in Buena Vista, Fullerton and California.



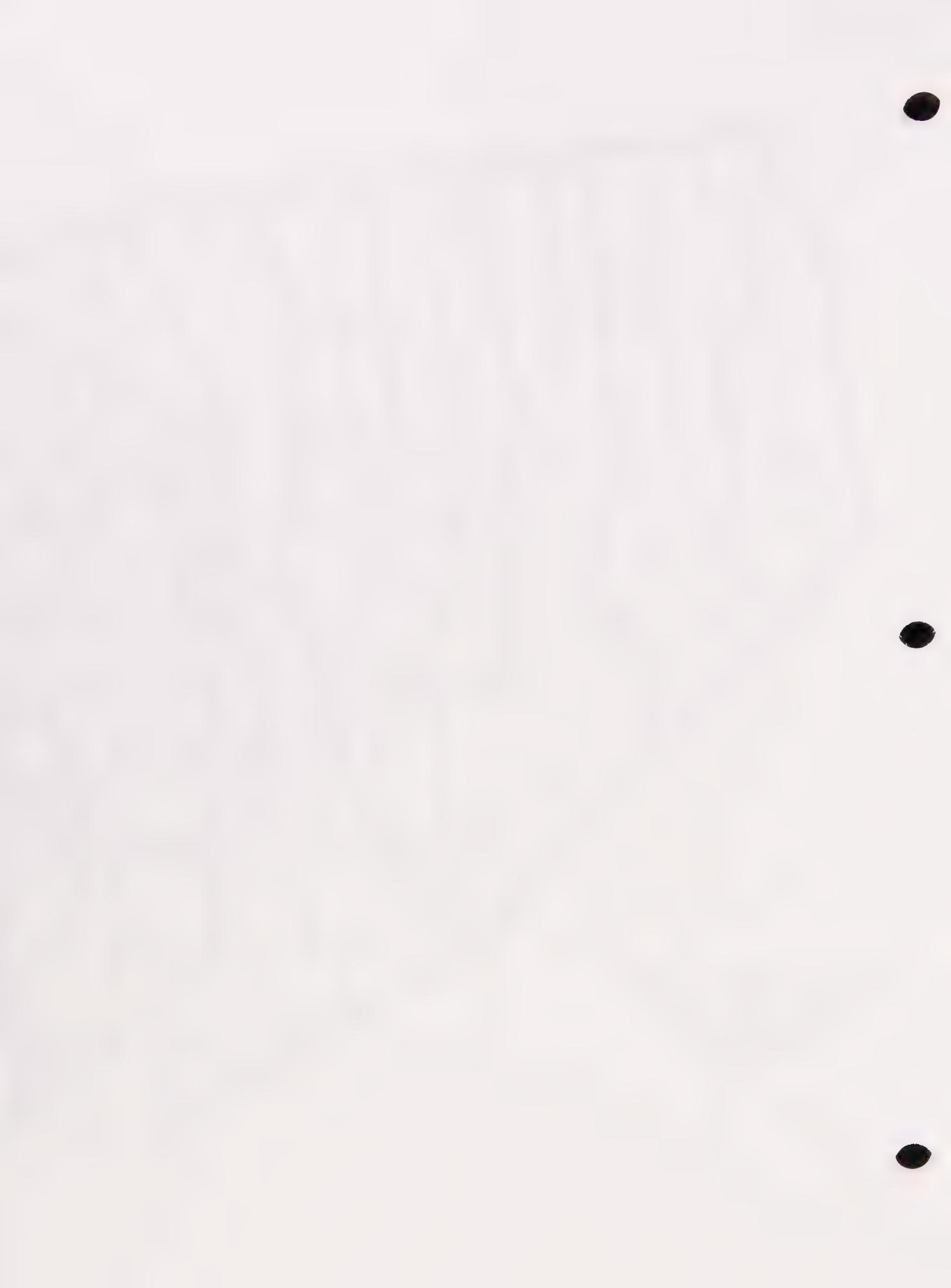
**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
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SEWER SYSTEM
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UNIVERSITY PARK, LOS ANGELES, CALIFORNIA



EXHIBIT 3.6-1



3.6.3

Offsite Sewer Lines

Offsite sewer lines are as planned in the 1987 Master Plan by James M. Montgomery Engineers (see Exhibit 3.6-2). Areas D and F will discharge to the Corona Waste Treatment Water Plant #1 (WWTP #1) located on Clear Water Drive. Area H will be routed to the WWTP #1 until such time as the Corona Waste Water Treatment Plant No. 2 (WWTP #2) on Harrison Street is expanded to receive its flow. The general routing, as described by the 1987 Sewer System Master Plan is as follows:

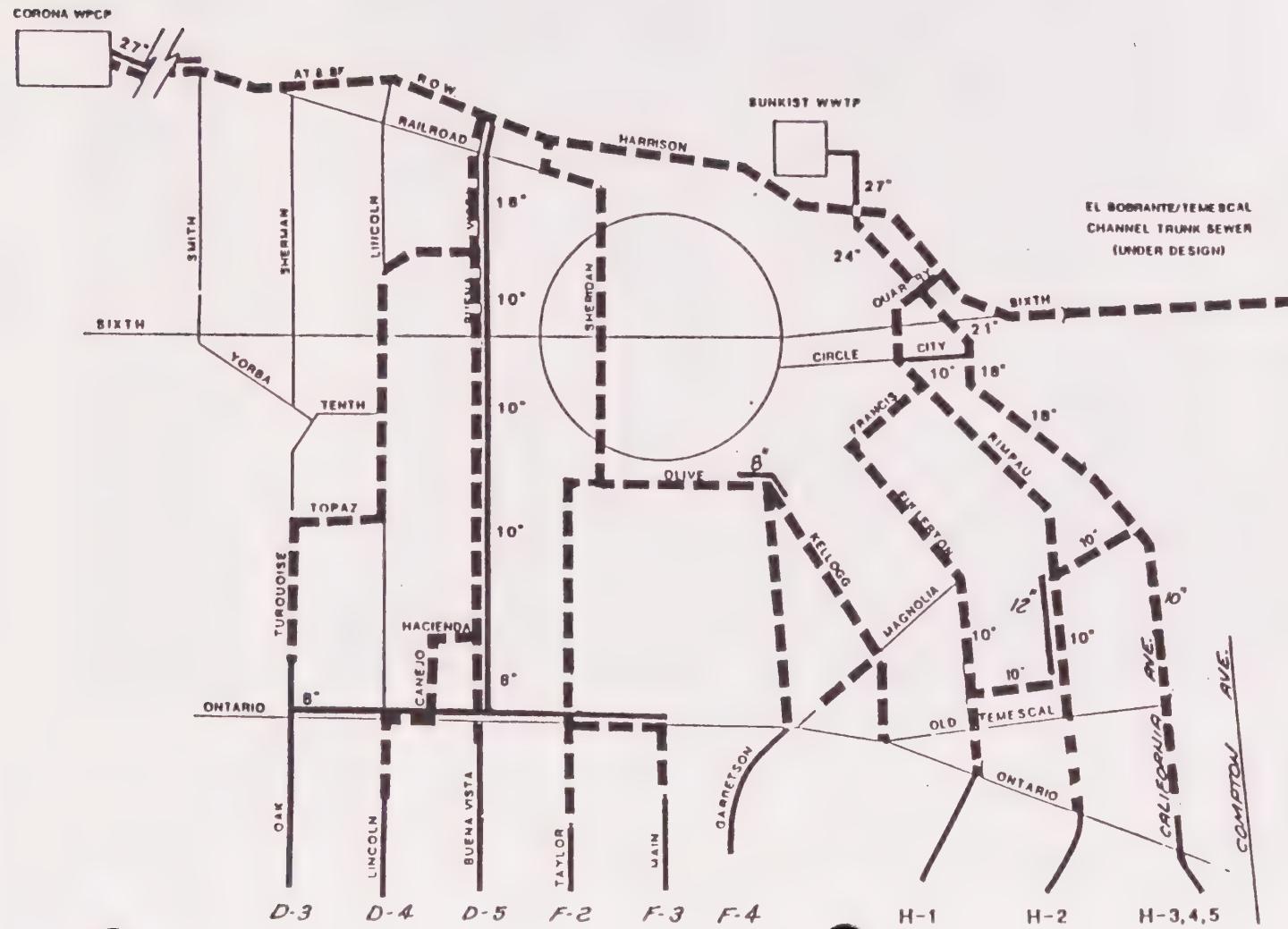
Area D System

Wastewater flow from Area D was originally master planned to discharge to Buena Vista Avenue upstream of the Corona WWTP #1. This can still occur by collecting the Area D-3 flow and routing it into a new line running parallel to east side of the Oak Street channel. This new line would, in turn, connect into the existing line in Turquoise Avenue north of Ontario Avenue. Flow from Area D-4 would proceed up Lincoln Avenue to an intersection with the existing line just south of Ontario Avenue. The existing line progresses east on Ontario, north on Conejo, and east on Hacienda until its intersection with Buena Vista Avenue, north of Ontario Avenue. Finally, flow from Area D-5 would proceed up Buena Vista Avenue to an intersection with the existing line just north of Ontario Avenue. To implement this alternative, a new sewer will be required in Lincoln, from Ontario to Topaz, and a parallel sewer will be required in Lincoln, from Topaz to Sixth. A parallel sewer will also be required in Buena Vista, from Ontario to the final connection point at the AT&SF right-of-way.

An alternative to the above concept involves collecting flow from Areas D-3 and D-4 and routing it into the Area C system which terminates in lines in Smith and Sherman Avenues. The line in Sherman Avenue was constructed subsequent to the previous master plan and, therefore, offers capacity which was not available in 1970. To reach the Area C system, a new line would be built to cross under the Oak Street Channel at Ontario Avenue and then run parallel to the west side of the channel until its intersection with Sherman Avenue. Flow from Area D-5 would proceed up Buena Vista to an intersection with the existing line just north of Ontario Avenue, similar to the previous alternative. A parallel sewer will be required in Buena Vista, from Ontario to the final connection point at the AT&SF right of way.

Area F System

Wastewater flow from Area F was originally master planned to discharge from Sheridan Avenue upstream of the WWTP #1. This should still be a viable concept as the 15-inch line in Sherman Avenue has adequate capacity to handle all Area F wastewater flows. Improvements required for the existing trunk system to handle the SCAA flow will be relatively minor, consisting of



LEGEND

- EXISTING TRUNK SEWER
— PROPOSED TRUNK SEWER
□ WASTEWATER
TREATMENT
FACILITY



SCALE IN FEET

2 1998 1998 1998

OFF-SITE SEWER IMPROVEMENTS

SOURCE JAMES M MONTAGUE
CONSULTING ENGINEER
8/28/87

several short segments of 10-inch and 12-inch diameter sewers in Ontario, Taylor and Olive Avenues.

Area H System

Wastewater flow from Area H was originally master planned to flow to the east side of the city. Currently the trunk lines connect to the AT&SF trunk line which discharges at the Corona WWTP #1. Projected future development will cause flows to be diverted to the WWTP #2 to allow other development to discharge to the Corona WWTP #1. Significant improvements have been completed in Fullerton, Rimpau and California Avenues, as outlined in the 1970 Master Plan.

Corona Trunk System

The backbone trunk sewer system, which is influent to the WWTP #1, begins at the intersection of Cota Avenue with the AT&SF right-of-way where two 21-inch sewers in Cota Avenue combine into a 42-inch sewer in the AT&SF right-of-way. This large sewer proceeds westerly to the WWTP #1 and along the way picks up flow at Buena Vista, Lincoln, Sherman and Smith Avenues. The 42-inch sewer is adequate for the flows which presently exist in the Corona system and should continue to be adequate for the additional SCAA flows, provided that east side flow is diverted at the WWTP #2, as described in the preceding paragraph. As the City's entire service area proceeds toward ultimate development, however, it will eventually become necessary to parallel the 42-inch trunk sewer at its downstream segments. Based on the analysis performed for this report, a minimum 27-inch diameter parallel sewer will be required between Smith Avenue and the WWTP #1.

3.6.4

Wastewater Plant Capacities

The South Corona area will add 2.55 mgd wastewater for flow to the WWTP #1. In order to handle all of the projected flow in the 1987 James M. Montgomery report, the plant will need to be expanded by approximately 3.5 mgd when existing capacity is expended and an additional 3.5 mgd 10 years later. The second expansion of the WWTP #1, proposed at 3.5 mgd would only be necessary to serve land development in the Temescal Canyon Area south of Corona and does not impact the South Corona area. Area H flows will be directed easterly to the WWTP #2, its 3.36 mgd represents at ultimate development approximately half of the 6 mgd ultimately planned. Expansions of 1.5 mgd are planned approximately every 5 years, based upon growth. The study area is responsible for 1.98 mgd. Current expansion of the WWTP #2 has been paid for from other areas outside the South Corona area and therefore no capacity at this plant to serve the South Corona area will be available until future expansions are made. This plant expansion however will allow diversion of flows that are currently going to the WWTP #1 and will free approximately 1 mgd worth of capacity there which could be available to the

South Corona area. Although added plant capacities will eventually provide service to the South Corona area the timing of expansion will be a critical factor in phasing the development.

A major issue in additional expansions of the treatment plants is water quality. The method of effluent discharge will be affected by the availability of land for percolation ponds. If additional ponds are not available then direct discharge to the Temescal Channel may be necessary for future expansion of either plant. Direct discharge would require tertiary treatment and its associated higher initial capital costs (approximately 15%). Direct discharge may also require that Corona take steps to reduce the TDS level of the effluent to meet standards, by improvement of the water quality of its sources of drinking water or by removal of salts from its wastewater effluent. The water must be resolved before any additional plant expansion can occur.

Corona has additional 3.3 mgd of wastewater treatment capacity in the SARI line (Santa Ana Regional Interceptor). This capacity has been allocated for use to those projects having funded its purchase and will be managed with the capacities available in the WWTP #1 and the WWTP #2 to best fit the wastewater discharge as development occurs.*¹ Currently 0.8 mgd of this capacity is being utilized by projects on line.

3.6.5

Order of Development

Extrapolating from the design flows of the South Corona area, as designed by James M. Montgomery Consulting Engineers, the construction phasing is constrained by the required off site facilities to serve new development. Development of the sewer system will split the project area into east and west halves. The west half consists of drainage areas D-3, D-4, D-5 and F-2, F-3. The east half of drainage areas F-4 and H-1, H-2, H-3, H-4 and H-5.

The Corona WWTT #1 currently serves all of the project site. It will also have approximately 1 mgd worth of capacity to be utilized once flows are diverted to the WWTP #2. A portion of the east half of the project could currently be developed to the WWTP #1 1 mgd capacity without construction of further off site facilities since F-4 could be completely built without additional off-site trunk lines and since most of Area H-1, H-2, H-3, H-4 and H-5 off-site trunk lines have already been constructed. It is also possible that portions of the west side could be developed without increase of off site lines which should be determined prior to further development.

*Plans are to discharge approximately 2 mgd into the SARI line on the WWTP #2 site and 1.3 mgd to the SARI line at the WWTP #1.

Additional development of the east side will require added capacity to the WWTP #1 and construction of the 27" parallel trunk line coming out from the plant or added capacity to the WWTP #2 and construction of the required diversion.

Full development of the west side requires construction of parallel trunk lines and added capacity to the WWTP #1. Expected expansion would be approximately 3.4-4.0 mgd.

The recommended order of development is to first utilize the 1 mgd capacity limit of the WWTP #1 either by development of the east side or possibly selective development of the west side, or a combination of both. Additional development will require expansion of the WWTP #1 so that development of both the westerly and the easterly portions of the South Corona area may develop. At some point the easterly portion would most likely require expansion of the trunk line west of Smith Avenue as previously noted. As further growth occurs, final expansion of WWTP #2 would be necessary to properly distribute the flows. Table 3.6-2 represents one scenario of growth of the wastewater treatment capacity, considering the South Corona Area and other developing areas; Assessment District 79-2, Corona Ranch, Sierra del Oro, infill of existing development and the East Sixth Street Annexation.

3.6.6

Design Criteria

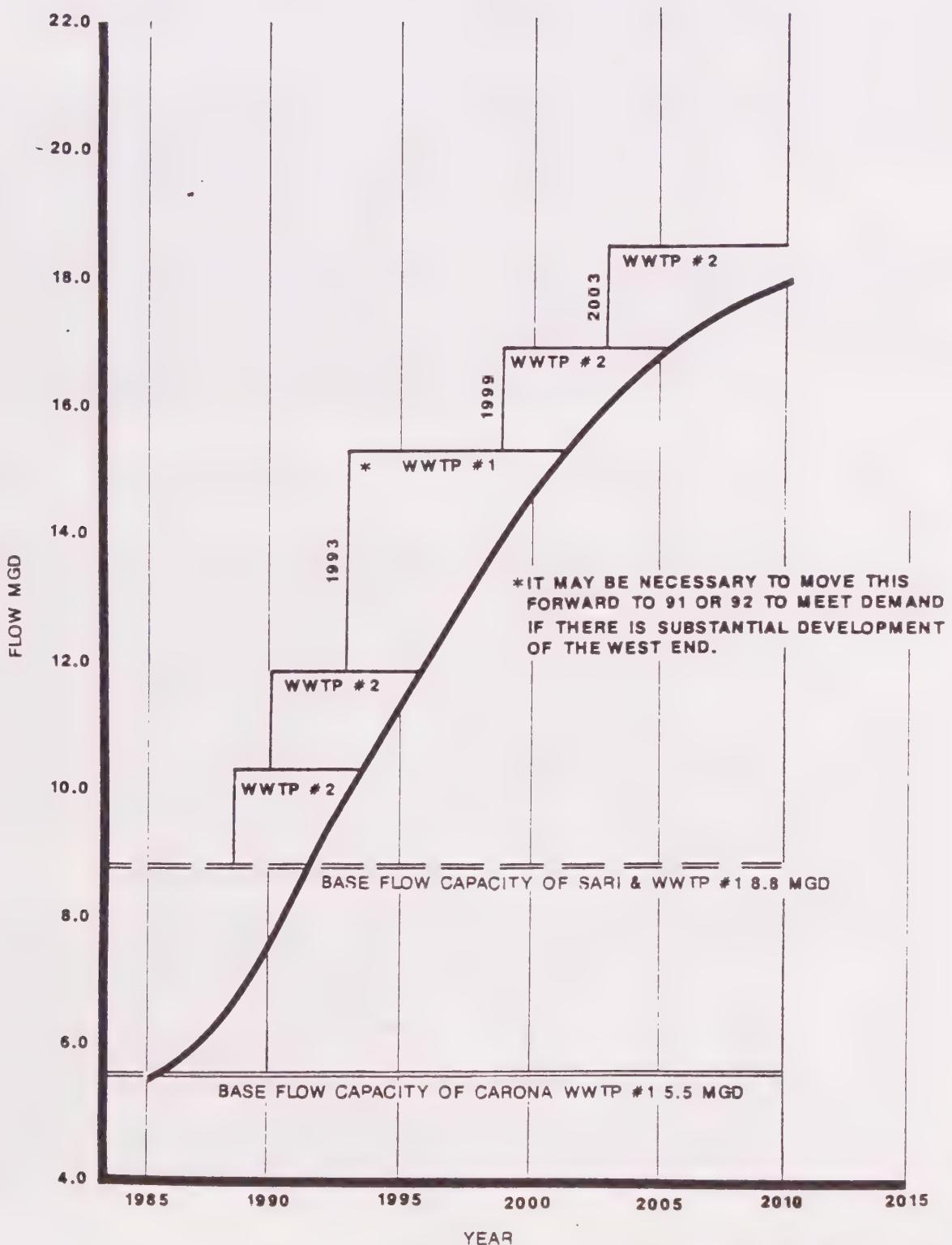
Sewer planning criteria requires setting criteria for sewerage flows generated by alternative land uses, and variations of the flows over time to identify peak flow rates. Flows for residential use per acre were determined utilizing 100 gallons per capita per day. Per capita densities were 3.5 persons per dwelling unit for low, low/medium, and estate residential; and 2.5 persons/dwelling unit for medium density. Dwelling unit densities are as follows: 2.2 dwellings per acre for low density; 3.3 d.u./acre for low/medium density; 7.0 d.u./acre for medium density; and 1.3 d.u./acre for estate residential. Commercial flows are estimated based upon the 1970 King & King report at 2,220 gallon per acre. Table 3.6-3 summarizes this data.

3.7

WATER PLAN

The last water Master Plan for the entire City of Corona was in 1978. At that time, the design year water demand for the South Corona agricultural area was 7.1 mgd on an average annual basis. The bulk of this (6.1 mgd) was in Zone 4, with 1.0 in Zone 5 and only small isolated systems in Zone 6. The dramatic growth and changed planning for the area has far outstripped prior planning efforts. In July 1987, James M. Montgomery, Consulting Engineers prepared a water master plan for the South Corona area of the City. The following sections reflect the backbone water systems proposed in the Montgomery Plan and recent revisions for the revised CFP land uses. Please refer to Exhibit 3.7-1 for the plan of the proposed backbone water system.

Table 3.6-2
 PROJECTED SANITARY SEWER FLOW
 (EXCLUDES COUNTY LANDS IN TEMESCAL VALLEY)



SOURCE: CITY OF CORONA
 UTILITIES SERVICES DEPARTMENT

TABLE 3.6-3 SEWERAGE SYSTEM DESIGN CRITERIA

Land Use	Persons per Dwelling Unit	Average Daily Flow (GPAD)	Average Daily Flow (CFS/Acre)
Residential Density			
Low	3.5	770	.0012
Low-Medium	3.5	1,150	.0018
Medium	2.5	1,750	.0027
Estate	3.5	450	.0007
Commercial	-	2,220	.0034
Assumes 100 gallons per capita per day			

3.7.1 Water Demands

Water duties assigned to the different land uses in the area are shown in Table 3.7-1. Based upon these water duties and the projected land use, an average annual demand of 6,930 gpm (11.9 mgd) is expected. This results in maximum day and peak hour demands of 12,127 gpm and 24,255 gpm respectively.

TABLE 3.7-1. WATER DEMAND FACTORS

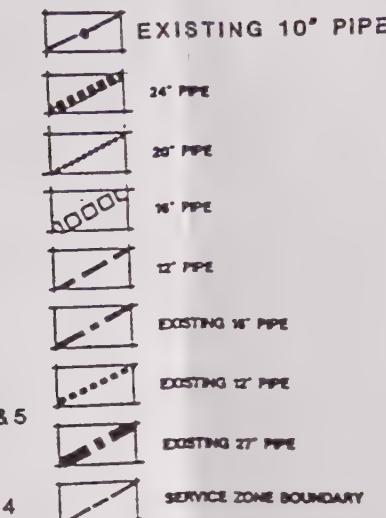
Land Use	Water Duty Acre Feet/Average/Year
LD	2.2
LM	3.0
MD	3.5
ER	2.0
C	2.5

3.7.2 Proposed Facilities

Water storage requirements by zone for new development, based upon the established criteria, are 8.2 mg, 7.6 mg, and 3.5 mg for Zones 4, 5 and 6, respectively. Existing storage consists of 3.2 mgd in Zone 4, and must be expanded in this zone to 11.4 mgd to meet the needs of CFP development. The total additional storage requirement for the CFP area is 19.3 mgd.



**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA



WATER SYSTEM

REVISED BY UTILITIES DEPT.
DECEMBER 1992



EXHIBIT 3.7-1



Two new booster stations will be required at the Chase Water Treatment Plant. These will serve Zone 4 and Zone 5. An additional station located near Chase Drive will boost from Zone 5 to Zone 6.

An additional storage tank is proposed for Zone 5 and a pump station and hydroneumatic tank for Zone 6. In addition, two pressure reducing stations are proposed along the Zone 4/Zone 5 boundary.

Approximately 166,400 feet of water transmission mains, varying in size from 12 inch to 24 inch will be required. A new 20 million gallon per day water treatment plant will be required. Total costs of these facilities are summarized in Table 3.7-2.

TABLE 3.7-2. SOUTH CORONA AGRICULTURAL AREA WATER FACILITY COSTS

	\$/Millions
Water Storage - 19.3 mg	\$12.46
Booster Stations - 3	4.15
Water Transmission	8.67
Water Treatment Plant - 20 mgd	<u>16.04</u>
Total Capital Costs	\$41.32 Millions

Additional water facilities will be required for service to those lands above elevation 1,450, Pressure Zone 7. However, development of these lands are expected to be very low density because of the residential estate land use and the rugged terrain. As such, the necessary pumping facilities will serve a small portion of the total project area and are not considered as part of the master plan facilities.

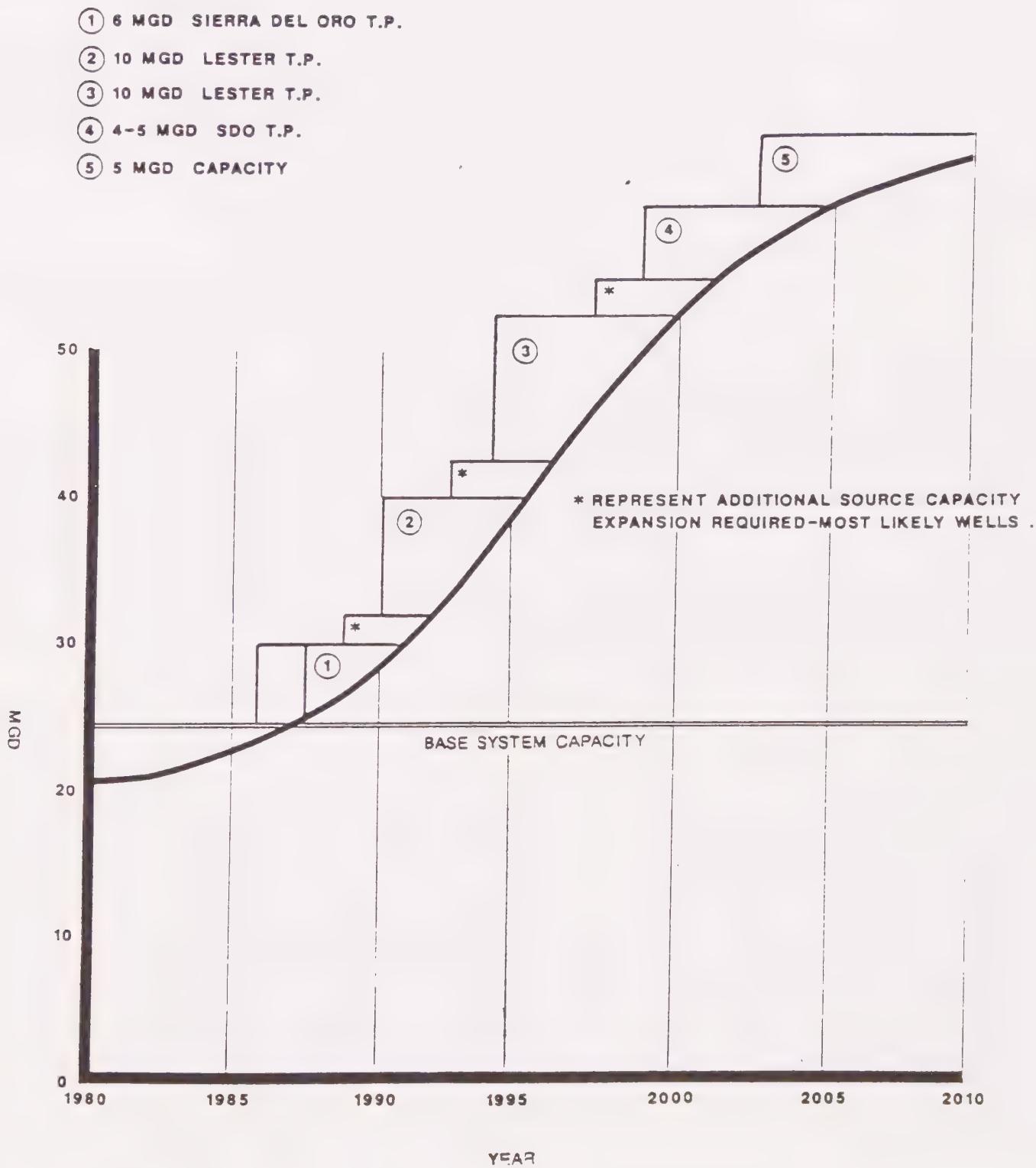
3.7.3

Phasing

Zone 4 contains the largest area of development within the South Corona area. Development of Zone 4 will require the completion of the Foothill Parkway supply feeder, the Zone 4 reservoir, Zone 4 booster pump facilities, and expansion of the Lester Water Treatment Plant or other water sources (see Exhibit 3.7-1). Once this backbone system is in place construction of the balance of the water feeder system could be done in conjunction with development. Adjustments to phasing of the pumping and reservoir capacity may be used to obtain the most cost effective phasing method, i.e., partial reservoir construction combined with more pumping capacity that is needed initially would allow the second half of the reservoir to be phased in with development or vice versa.



TABLE 3.7-3
PROJECTED CITY WIDE WATER DEMANDS
AND REQUIRED SOURCES CAPACITY



Expansion of the Lester Water Treatment Plant and other source capacity would need to be phased in conjunction with required source capacity for other developing area of the city. It would appear likely that a 10 mgd expansion of the Lester Water Treatment Plant will be needed by 1990-91. Table 3.7-3 indicates projected water demands and required source expansion.

Development of lands within water pressure Zones 5 and 6 would require similar scenarios requiring some initial backbone construction of pumping facilities, feeder lines, reservoir capacity and water source initially and as development progresses into these areas that additional water facilities will need to be constructed in conjunction with development.

3.7.4 Design Criteria

Major design criteria established in the July 1987 James M. Montgomery Engineering report include:

Maximum pressure - 80 psi

Minimum pressure - 35 psi

Storage: **Operating**
 Fire Storage

Emergency Storage

33% of maximum day demand
3,000 gpm for 2 hrs - Zones 4, 5
1,500 gpm for 2 hrs - Zone 6
Zone 4 = 1/2 maximum day demand
Zone 5, 6 = maximum day demand
12" minimum for backbone system
Maximum day demand
Maximum day demand
1.75 times average
3.5 times average

Water Mains:

Booster Pump Stations:

Source of Supply:

Maximum Day Demand:

Peak Hour Demand:

3.8 DRAINAGE PLAN

The master plan of drainage for the South Corona CFP includes the following provisions:

- o Collection and conveyance of stormwater runoff from a 100-year rainfall.
- o Retention of debris produced from mountainous terrain to the south.
- o Detention and attenuation of peak stormwater runoff within drainage areas where significant downstream cost savings can be achieved.

3.8.1

Design Criteria

Proposed facilities are designed in accordance with current City and County criteria and National Flood Insurance Program standards. These criteria are as follows:

- o 100-year level of protection for habitable structures.**
- o 10-year flow contained within street curbs.**
- o 100-year flow contained within street right of way.**
- o One travel lane in each direction to remain free from storm flows during a 10-year event, along major highways.**

3.8.2

Debris Retention

Stormwater runoff from rugged, undeveloped terrain to the south of the study area carries considerable amounts of debris during heavy rainfall. Four debris basins, in addition to existing basins, are proposed to collect and retain debris. There are currently two debris basins within the study area: the Main Street Debris Basin and the Oak Avenue Debris Basin (shown on Drainage Map Exhibit 3.8-1). These two existing basins were designed in accordance with current County criteria and are considered adequate for proposed development.

The purpose of existing and proposed debris basins is to collect debris carried down from natural terrain to the south of the study area before it is introduced into the storm drain systems, thereby allowing storm drains to be designed for conveyance of clean water, rather than fully debris loaded flows. Debris loaded flows can be twice as large as clean water flows.

3.8.3

Stormwater Detention

Detention and attenuation of peak stormwater flows is proposed for several drainage areas within the study area as a means of reducing peak flows in the storm drains, thereby allowing smaller storm drains downstream of proposed detention basins. Detention is incorporated into those drainage areas where there are substantial downstream improvements required. When the amount of downstream facilities affected becomes small, the costs of land and maintenance for detention facilities is generally greater than the potential savings in storm drain facilities. Therefore, detention is not proposed for all drainage areas. Permanent detention facilities are proposed to be incorporated as development dictates. Interim detention facilities are not recommended because of the difficulty of creating an adequate maintenance mechanism, and the possible adverse effects of randomly located detention basins on peak flows in downstream systems. However, interim detention may be necessary in areas 3, 5B, 5C, and 5D until the Oak Avenue Channel is improved.



SOUTH CORONA COMMUNITY FACILITIES PLAN

PREPARED FOR THE CITY OF CORONA

LEGEND :

- EXIST. STORM DRAIN / CHANNEL
- ooooooo PROPOSED STORM DRAIN
- (24) EXIST. STORM DRAIN SIZE (INCHES)
- 24 PROPOSED STORM DRAIN (INCHES)
- DRAINAGE AREA BOUNDARY
- DRAINAGE AREA IDENTIFICATION
- 10B DETENTION BASIN AREA
- 1.3AC DETENTION BASIN ZONE
- 25% LEVEL OF DETENTION
(PEAK REDUCTION)
- D DEBRIS BASIN
- 10B STORM DRAIN IDENTIFICATION

PROPOSED IMPROVEMENTS ARE ADDITIONS TO EXISTING FACILITIES.



NOTE: Circulation classifications for arterial roads are shown on Exhibit 3.4-2, Hierarchy of Roads.

DRAINAGE CONCEPT PLAN

REV 7/9/90



EXHIBIT 3.8-1



Two levels of stormwater detention are proposed; minimal 25 percent reduction of peak, 100-year storm flows and maximum 50 percent peak reduction. In drainage area 3, a 25 percent reduction of peak, 100-year storm flows proves to be most cost effective. These minimal detention facilities will provide sufficient attenuation of peak flows to allow reduced storm drain sizes downstream of the facilities, and will be inundated only during extreme events. Complete inundation will have approximately a 1 percent chance of occurring during any year, while partial inundation will have approximately a 4 percent chance of occurring during any given year. These minimal detention facilities are suitable and safe for joint uses such as parks, play fields, or short-duration parking areas.

Drainage area 10BA requires a higher degree of detention in order to avoid replacement of extensive, existing downstream facilities. This maximized detention facility will reduce peak, 100-year flows by approximately 50 percent at the basin location and will have roughly a 20 percent chance of partial inundation during any given year and a 1 percent chance of complete inundation during any given year. Because of the more frequent flooding of this facility, it is not considered suitable for active joint uses.

3.8.4

Storm Drains

Storm drain facilities are proposed as underground systems, predominantly within streets, which will not require land dedication for storm drains. Open channel systems were considered. However, the cost of land dedication is substantially more than potential savings in construction costs. See Exhibit 3.8-1 for locations of drainage facilities.

3.8.5

Maintenance

The Riverside County Flood Control Water Conservation District (RCFC&WCD) will accept maintenance responsibilities for "master plan" drainage facilities, including detention basins provided that plans and construction are approved by the district. All detention facilities, debris facilities, and storm drains larger than 33 inches diameter shown on the Drainage Plan will become "master plan" facilities upon approval of the Community Facilities Plan by the City Council. Maintenance of detention facilities accepted by the RCFC&WCD will be to the extent necessary to provide flood control. Additional maintenance of detention facilities by local agencies will be necessary in order to maintain any joint use facilities or to maintain acceptable appearances.

3.8.6

Off-Site Facilities

The study area drains northerly past Ontario Avenue, through developed areas of Corona to Temescal Channel. Some of the existing drainage facilities downstream of the study area are adequate to convey the 100-year runoff from the study area,

in a fully developed condition, while other facilities are not adequate to convey the 100-year runoff under existing development conditions because most existing off-site improvements were designed to provide a 10-year level of protection. Off-site improvements are included in the master plan for this project and are shown on Exhibit 3.8-1.

Proposed detention facilities are incorporated, wherever feasible, in order to minimize the need to upgrade or replace existing off-site improvements. However, sufficient detention to eliminate off-site improvements is not the most economic solution for all cases.

3.8.7

Phasing

Existing drainage facilities serving the study area are, in some cases, adequate for portions of ultimate development. In other cases, existing facilities are inadequate for even existing developed. Limited development may occur in some areas without creating the immediate need for drainage improvements. These areas are identified in Table 3.8-1. Development in other areas must include construction of master drainage facilities.

Guidelines used to determine the extent of development that may occur prior to construction of drainage facilities are as follows:

- o Any master plan drainage facility abutting or passing through a specific development area must be constructed with the development.
- o A development which does not increase peak run-off rates more than the excess capacity of existing downstream facilities may proceed without construction of downstream master plan facilities.
- o A development which does not increase peak storm flows or run-off volume may proceed without construction of downstream master plan facilities, regardless of the capacity of downstream facilities.

In general, the most advantageous phasing of drainage improvements is to begin downstream and proceed upstream. Drainage areas with detention facilities will require construction of detention facilities at some time prior to ultimate build-out. The extent of allowable development prior to construction of drainage improvements is indicated in Table 3.8-1. The table indicates the amount of the study area (expressed as a percentage of the drainage area) which may be developed prior to construction of master plan storm drains and prior to construction of detention facilities.

TABLE 3.8-1
PHASING OPPORTUNITIES FOR DRAINAGE FACILITIES

Drainage Area	*Developable Portion of Drainage Area Prior to Construction of Master Plan Storm Drains	**Developable Portion of Drainage Area Prior to Construction of Detention Facilities
1	25%	N/A
3	0%	50%
3A	0%	N/A
5C	20%	N/A
7F	20%	N/A
7J	0%	N/A
7K	20%	N/A
7L	20%	N/A
7M	20%	N/A
7R	20%	N/A
7S	100%	N/A
9A	0%	N/A
10	20%	N/A
10BA***	30%	60%
10BB***	30%	60%
10D	20%	N/A
11	70%	N/A
11A	70%	N/A

- * Includes only that portion within the study area.
- ** Storm drains must be in place downstream of detention facilities.
- *** Equal proportions for 10BA and 10BB.

3.8.8 Amendments to the Drainage Master Plan

The purpose of the Community Facilities Plan is to serve as a planning tool and to provide guidelines for the design of individual developments within the Community Facilities Plan area. Substantial variation from the Drainage Concept Plan shown in Exhibit 3.8-1 requires amendment of the Community Facilities Plan. Minor variations from the Drainage Concept Plan may be approved by the City Engineer, provided that the following criteria are satisfied:

- a. The variation does not include diversion of more than five acres of drainage area.
- b. The variation does not increase the cost of improvements for other drainage areas.
- c. The variation is in conformance with City policies and ordinances in effect at the time the variation is proposed.

3.9 PLAN IMPLEMENTATION

3.9.1 Role of the Community Facilities Plan (CFP)

The South Corona CFP shall function as a Master Specific Plan encouraging cohesive development of the study area. All future and existing development within the study area shall conform to the policies and standards established in the CFP, including:

- o Broad Development Guidelines
- o Land Use Designations and Density Standards
- o Delineation and Description of an Open Space System
- o Village Boundaries
- o Village Entry Locations and Treatments
- o Arterial Road Alignments
- o Backbone Infrastructure
- o Development Phasing
- o Infrastructure Financing
- o Continuing Uses and Facilities

To ensure that the policies and standards of the CFP are successfully implemented, such proposed development within the study area shall comply with the processing, monitoring and review procedures outlined in this section.

3.9.2

Authority

When this CFP is adopted by the City Council, it will establish the Land Use Districts, Guidelines and Policies which will regulate future development of the property as zone changes or specific plans are approved. Whenever there is any question regarding the interpretation of the provisions of this plan or their application to any specific case or situation, the Council shall interpret the intent of this title by written decision, and such interpretation shall be followed in applying said provisions.

3.9.3

Existing Land Uses

A variety of land uses currently exist within the CFP area. Such uses include churches, agriculture operations and associated housing and facilities, residential housing, wholesale nurseries, health care and other institutional facilities. Continued operation of or modification to these uses are permitted consistent with the pre-existing zoning of the property (see Pre-existing Zoning, Exhibit 3.9-1). At such time that the landowner is granted a zone change, CUP, or an approved Specific Plan, development of these properties shall conform to the requirements of the CFP or become nonconforming uses subject to the provisions of Section 17.90 of the City Zoning Code. An exception to this requirement is that agricultural uses on a lot of 1-acre or greater shall remain conforming uses. The keeping of large animals in any village except Village 3, however, shall be nonconforming at such time that development is indicated under a zone change, CUP or Specific Plan.

3.9.4

Processing Requirements

Applicants of proposed development projects shall follow one of two processing tracks depending on the number of acres within the proposed project:

- (1) Preparation of a Specific Plan is encouraged for all developments but is required for developments of 50 acres or greater.**
- (2) For developments of less than 50 acres, procedures for a standard zone change in conformance with Section 17.104 will be followed.**

Where a conflict occurs between traditional zoning standards and standards set forth in the CFP, then the rules and standards of the CFP take precedent.



**SOUTH CORONA
COMMUNITY FACILITIES PLAN**
PREPARED FOR THE CITY OF CORONA



PRE-EXISTING ZONING



EXHIBIT 3.9-1



3.9.4.1 Specific Plan Process

All Specific Plans prepared for development projects within the study area shall conform to the policies and standards of the CFP and the City of Corona General Plan and Specific Plan Ordinance.

Specific Plan areas must be a contiguous property owned by a single entity or multiple entities preparing the Specific Plan jointly.

All Specific Plans shall include but not be limited to the following components unless otherwise specified in the Specific Plan Ordinance:

- o Identification of Local Road Alignments**
- o Traffic Analysis (if determined needed by the City Engineer)**
- o Sewer Connections**
- o Village Entry Treatment Details (if appropriate to the Specific Plan area)**
- o Open Space System Design and Dimension Details**
- o Landscape/Streetscape Design and Maintenance**
- o Signage Program**
- o Drainage Facilities**
- o Development Standards (including Residential, Hillside, and Open Space)**
- o Architectural Criteria and Guidelines**
- o Land Use and Density Standards**
- o Implementation Plan (including Tract Maps, Precise Plans, Unit Transfers, Variances and Zone Amendments, Project Level Funding Plan consistent with the CFP, and Maintenance responsibility)**
- o Phasing Plan**
- o Environmental Assessment**

3.9.4.2 Zone Change Process

All zone changes shall be performed in conformance with Section 17.104 of the Zoning Code. The changes also shall comply with the policies and standards established within the CFP.

3.9.4.5 Monitoring Procedures

All proposed developments within the study area, regardless of the processing track followed, must comply with the Monitoring Plan of the CFP to ensure that the requisite infrastructure is adequately implemented and financed.

3.9.4.6 Review Procedures

All proposed developments shall be subject to the applicable City review and approval processes, including but not limited to:

- o Development Plan Review in accordance with Section 17.102 of the Zoning Code.

For description of processing procedures see Exhibit 3.9-2.

3.9.4.7 Amendments to the Community Facilities Plan

Applications for an amendment to the CFP shall be reviewed by the Community Development Director, the Planning Commission and City Council, and subject to the approval of the City Council.

An amendment shall be considered for approval if it can be shown that each of the following criteria are met:

- o Consistency with the City of Corona General Plan and General Plan Elements is demonstrated.
- o Consistency with the intent of the Community Facilities Plan.
- o Consistency with the village concept is achieved.
- o Adequate circulation to and from and within the South Corona CFP area is maintained.
- o Public service levels capable of adequately serving the CFP area are provided.

PROCESSING PROCEDURES

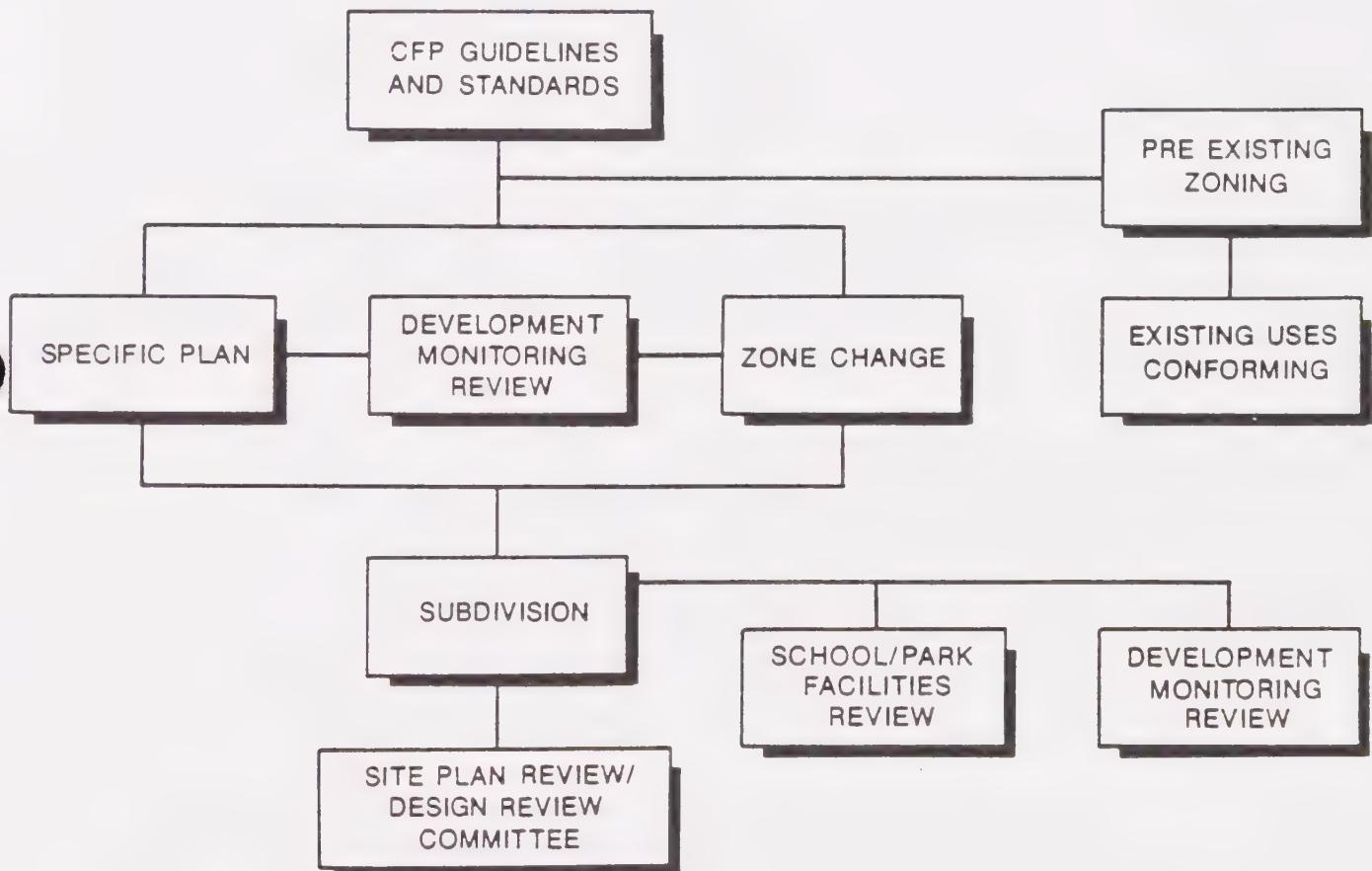


EXHIBIT 3.9-2

- o The public and private open space system is neither disrupted nor depleted.
- o The financial feasibility of the CFP is preserved.

3.9.4.8 Subdivision Procedures

All developments within the study area requiring Tentative Tract Maps or Parcel Maps shall comply with the standards established in the City of Corona Subdivision Ordinance. Compliance with the standards of the CFP is also required. The applicable CFP standards discussed in Section 3.5 of this document include:

- o Park Dedication or In-lieu Fees.
- o Joint Park/Drainage Detention Usage.
- o School Location Criteria.

Each application for a Tentative Map or Specific Plan submittal shall be processed through the Planning Department. As part of this process the Planning Department shall solicit comments from the City's Parks and Recreation Department and the Corona Norco Unified School District as to the desirability of locating schools and/or park sites on the property.

3.10 FISCAL ASSESSMENT

3.10.1 Purpose and Scope

This analysis assesses the fiscal impacts to the City should the South Corona community be developed as outlined within the CFP. The cost to the City of providing public services and of operating and maintaining the recommended infrastructure improvements for the area are compared against the anticipated City revenues to be generated by the area's development.

The cost and revenues assessed are not all inclusive nor are they intended to represent a fiscal budget. Rather this analysis presents a generalized picture of the impact of development of the South Corona area on the provision of City services. Therefore, financial planning for budgetary purposes should not be based on this generalized analysis. Capital costs of infrastructure improvements are assumed to be paid for by the developers and new residents of the area and are discussed as part of the Financing Strategy Program, Appendix 6.

3.10.2

Methodology

The methodology employed in this analysis examines the incremental fiscal impact of development. Costs and revenues associated with existing development, including residential, commercial and public facilities already in place in the South Corona area, are assumed to remain constant and therefore are not considered in this analysis. Only the fiscal impacts directly associated with new development and improvements are assessed.

These fiscal impacts are examined over a 16-year period until total buildout of the plan is achieved. This assumes that a maximum of 833 units per year are developed, as permitted by the City's General Plan Phasing Policy for the area, up to a total maximum of 12,500 new units. Population is anticipated to increase at an average rate of 3.126 persons per new dwelling unit for a total population of 39,075 at buildout (See Table 3.10-1). Year one of this analysis begins when the first 833 units are built and occupied. The calculation of costs and revenues for subsequent years assumes that the full 833 units per year are built and occupied by the first day of the year.

Commercial development is assumed to follow population growth at a rate of approximately 5.3 acres per year until total buildout is achieved. Of the total 90.2 acres of land designated for commercial use, 5.7 acres are already developed and are therefore excluded from this analysis. Only the fiscal impacts associated with the 84.5 acres of new commercial development are considered.

Every effort has been made to determine the reasonableness of the costs and revenues applied to this analysis. Appropriate City, County and State departments were contacted to obtain the requisite cost and revenue estimates. Where such estimates were not available, professional standards and comparables from other cities were examined. The sources of all fiscal data applied are cited in notes to the Costs and Revenues tables (Tables 3.10-2 and 3.10-3) presented within this section. All costs and revenues are calculated in current 1987 dollars.

3.10.3

Costs

Costs assumed to be carried by the City are those for providing public services to the area and for operating and maintaining infrastructure improvements. These costs estimated to have a significant fiscal impact on the City include:

- o Police Service
- o Fire Service
- o Library Service
- o Park Maintenance
- o Road Maintenance
- o General Government (consisting of policy making, administrative and support functions of City government)

TABLE 3.10-1
 FISCAL ASSESSMENT
 CUMULATIVE TOTALS BY YEAR
 RESIDENTIAL UNITS, POPULATION & COMMERCIAL ACREAGE

	YEAR															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RESID UNITS (1)	833	1666	2499	3332	4165	4998	5831	6664	7497	8330	9163	9996	10829	11662	12495	12500
POPULATION (2)	2604	5208	7812	10416	13020	15624	18228	20832	23436	26040	28644	31247	33851	36455	39059	39075
COMM. ACREAGE (3)	6	11.27	16.9	22.53	28.17	33.8	39.43	45.07	50.7	56.33	61.97	67.6	73.23	78.87	84.5	84.5

- (1) ASSUMES A MAXIMUM OF 833 UNITS PER YEAR AS PERMITTED BY THE CITY ENTITLEMENT OF 333 UNITS OVER FOUR YEARS, UP TO THE MAXIMUM ALLOWABLE UNITS FOR SOUTH CORONA OF 12500
- (2) CALCULATED BASED ON AN AVERAGE HOUSEHOLD SIZE ESTIMATE OF 3.126. (ESTIMATE PROVIDED BY THE CITY OF CORONA PLANNING DEPARTMENT.)
- (3) A TOTAL OF 84.5 ACRES OF NEW COMMERCIAL USE HAS BEEN DESIGNATED WITHIN THE SOUTH CORONA AREA.

- o Community Design Elements (consisting of streetscapes, landscapes of public rights-of-way, bike trails and equestrian trails).

Costs that are wholly financed through user fees are estimated to have no direct fiscal impacts. These include the operation and maintenance of water and sewer systems. The cost of operating and maintaining drainage facilities is built into the capital costs and are covered as a part of the overall Financing Plan. The Financing Plan also incorporates strategies for funding the maintenance of improvements, which may be applied to pay the cost of maintaining the community design elements (streetscapes, landscapes and trails), and thereby offsetting that cost to the City.

As illustrated in Table 3.10-2, police services will be the most costly of the public services to be provided by the City. Assuming 1.5 police officers per 1,000 population plus associated administrative staff and equipment, police services for the area will cost an estimated \$5,345,022 at buildout. The other costs according to order of magnitude at buildout are park maintenance, \$1,065,987; community design elements \$1,013,912; fire service, \$774,128; road maintenance, \$590,900; general government, \$485,289; and library services, \$300,000. These costs assume maintenance of a level of service comparable to that described for each public service or improvement within the CFP.

Fire service costs are calculated assuming 1.377 fire stations. Although current plans call for two new fire stations to be located within the study area, only one and approximately 37.7% of the second station are estimated to directly serve the study area. Consequently, the cost of only 1.377 fire stations is directly attributable to the study area. The City also is currently considering amending its Master Water Plan to require the fire sprinkling of all newly constructed residential units. Should this amendment be adopted, the City Fire Chief indicates there may only be need for one fire station within the study area. This reduced fire station requirement could result in lower fire service operation and maintenance costs, although the extent to which these costs may change cannot be quantified at this time.

3.10.4

Revenues

This analysis of revenues estimates the funds that would accrue to the City upon development of the South Corona area. Revenues from user or developer fees are assumed to be directly offset by their associated costs and therefore are not included.

The revenues included in this analysis consist of general fund and road fund revenues. General funds are those which a municipality may spend on any legally permitted public use. Road funds are restricted by law to road maintenance and improvement activities. The revenues estimated to have a significant fiscal impact on the City include:

TABLE 3.10-2
FISCAL ASSESSMENT
COST OF OPERATION AND MAINTENANCE

	YEAR															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
POLICE (1)	356,192	712,385	1,068,577	1,424,769	1,780,961	2,137,154	2,493,346	2,849,538	3,205,730	3,561,923	3,918,115	4,274,307	4,630,500	4,986,692	5,342,884	5,345,022
FIRE (2)	0	0	0	562,185	562,185	562,185	562,185	562,185	562,185	562,185	562,185	774,128	774,128	774,128	774,128	774,128
LIBRARY (3)	0	0	0	150,000	150,000	150,000	150,000	150,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
PARKS (4)	0	71,066	142,132	213,197	284,263	355,329	426,395	497,460	568,526	639,592	710,658	781,724	852,789	923,855	994,921	1,065,987
ROADS (5)	320,000	320,000	320,000	410,300	410,300	410,300	410,300	500,600	500,600	500,600	590,900	590,900	590,900	590,900	590,900	
GENERAL GOV. (6)	142,743	154,876	168,041	182,324	197,822	214,636	232,881	252,675	274,153	297,456	322,740	350,172	379,937	412,232	447,271	485,289
COMMITY. DSGN (7)	250,880	250,880	250,880	542,084	542,084	542,084	785,154	785,154	785,154	1,013,912	1,013,912	1,013,912	1,013,912	1,013,912	1,013,912	
TOTALS	1,069,815	1,509,206	1,949,629	3,484,859	3,927,615	4,371,688	5,060,260	5,597,613	6,196,348	6,875,667	7,328,209	8,085,144	8,542,166	9,001,719	9,464,017	9,575,239

NOTES: TABLE 2 - COSTS

- (1) POLICE COSTS ASSUME 1.5 OFFICERS PER 1,000 POPULATION, A TOTAL COST FOR SWORN PERSONNEL OF \$63,771 PER OFFICER (INCLUDING FRINGE AND \$1,500/EMPLOYEE FOR OPERATION AND MAINTENANCE PLUS AN AVERAGE COST FOR NONSWORN PERSONNEL OF 43% OF THAT OF SWORN PERSONNEL. POLICE COST INFORMATION PROVIDED BY JIM WHEATON, CITY MANAGER.
- (2) THE CFP STUDY AREA WILL REQUIRE 1.377 NEW FIRE STATIONS. A STATION WILL SERVE ABOUT 6,250 DWELLING UNITS AND THE CITY'S EXISTING FIRE STATION ONE HAS CAPACITY TO SERVE THE FIRST 2,500 UNITS WITHIN THE SOUTH CORONA AREA. COSTS ARE CALCULATED AT 3 CAPTAINS AT \$65,384/EACH, 3 ENGINEERS AT \$54,778/EACH, 3 FIREFIGHTERS AT \$50,197/EACH, PLUS 10% FOR OPERATION AND MAINTENANCE COSTS. FIRE SERVICE COSTS PROVIDED BY JIM WHEATON, CITY MANAGER.
- (3) ASSUMES OPERATION OF A 7,500-10,000 SQ. FT. BRANCH LIBRARY FACILITY, OPERATING ON A 50-60 HOUR WEEK. COSTS OF LIBRARY SERVICES PROVIDED BY ROGER CLEMENS OF THE CITY OF CORONA DEPARTMENT OF LIBRARY SERVICES AND FROM "THE LIBRARY FACILITY NEEDS ASSESSMENT STUDY FOR THE CORONA PUBLIC LIBRARY" (JUNE 19, 1985).
- (4) PARK MAINTENANCE COSTS PROVIDED BY RON STEINER OF THE CITY OF CORONA DEPARTMENT OF PARKS. INCLUDES COSTS FOR BOTH PARK AND BUILDING FACILITY MAINTENANCE. THE 136.7 ACRES OF PARK ARE ASSUMED TO BE PRORATED OVER A 15 YEAR PERIOD BEGINNING IN YEAR 2.
- (5) ROAD OPERATION AND MAINTENANCE COSTS ARE CALCULATED AT 1% OF CONSTRUCTION, ESTIMATED BY P & D BASED ON INDUSTRY STANDARDS. ARTERIAL ROADS ARE ASSUMED TO BE CONSTRUCTED IN YEAR 1, AND LOCAL ROADS CONSTRUCTED BY VILLAGE AT APPROXIMATELY 4 YEAR INTERVALS.
- (6) GENERAL GOVERNMENT IS THE COST ASSOCIATED WITH CITY GOVERNMENT ADMINISTRATION AND OVERHEAD, INCLUDING PERSONNEL AND FINANCE DEPARTMENT FUNCTIONS. THIS COST HAS BEEN CALCULATED TO BE APPROXIMATELY 18.8% OF THE CITY'S OPERATING BUDGET, AND INCREASED AT A RATE OF 8.5% PER YEAR AS EXPERIENCED BY THE CITY BETWEEN 1976-86. ESTIMATE PROVIDED BY JIM WHEATON, CITY MANAGER.
- (7) THE COST OF MAINTAINING COMMUNITY DESIGN ELEMENTS INCLUDING, STREETSCAPE, LANDSCAPES OF PUBLIC RIGHTS-OF-WAY, BIKE TRAILS AND EQUESTRIAN TRAILS, HAS BEEN ESTIMATED BY P & D TECHNOLOGIES BASED ON INDUSTRY STANDARDS.

General Fund:

- o Property Tax
- o Homeowner's Property Tax Relief (HOPTR)
- o Sales and Use Tax
- o Cigarette Tax
- o Property Transfer Tax
- o Business License Fees
- o Business License Penalties
- o Trailer Coach in Lieu Fees
- o Franchise Fees
- o Dwelling Development Tax
- o Motor Vehicle in Lieu Fees
- o Off-Highway Vehicle Tax
- o Trash Billing Service Fees
- o Vehicle Code Fines
- o Administrative Transfers

Road Fund

- o State Gas Taxes (Distributed by the State Board of Equalization under Sections 2106, 2107, 2107.5, 2126 of the State Highway Uses Tax Code).

In addition the City will accrue interest income on both of these revenue funds. The base year for these revenue estimates is 1986-87, as this is the last complete fiscal year for which actual budget figures are available through the City. Sales and use tax and cigarette tax are state subventions calculated based on an estimate of new retail activity within the South Corona area. Other state subventions (including state gas taxes, motor vehicle in lieu fees, as well as a portion of the cigarette tax calculations) are calculated based on a state provided per capita formula. The calculations applied for each revenue item considered are explained in the notes to Table 3.10-3.

As shown in Table 3.10-3, the largest generators of revenues to the City will be property tax, \$4,942,428 at buildout; motor vehicle in lieu fees, \$1,297,290 at buildout; and sales tax, \$1,443,822 at buildout.

The dwelling development tax, authorized by City Ordinance, is a one time tax of \$960 imposed on each new dwelling unit at the time of building permit insurance. The majority of this tax revenue is used to fund capital improvement projects needed to support City growth. However, the City Manager's office estimates that \$175 per unit of this tax may be used to support the operation and maintenance requirements of public services within the study area.

TABLE 3.10-3

FISCAL ASSESSMENT

REVENUES

YEAR

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROP. TAX (1)	322,788	652,031	981,403	1,310,778	1,640,153	1,960,528	2,298,903	2,628,278	2,957,653	3,287,028	3,616,403	3,945,778	4,275,153	4,604,528	4,933,903	4,942,428
HOPTR (2)	14,525	29,341	44,183	58,965	73,807	88,829	103,451	118,273	133,094	147,916	162,738	177,560	192,382	207,204	222,026	222,409
SALES & USE TAX (3)	90,239	180,478	270,717	380,956	451,194	541,433	631,672	721,911	812,150	902,389	992,528	1,082,857	1,173,105	1,263,344	1,353,583	1,443,822
CIGARETTE TAX (4)	5,615	11,231	16,846	22,461	28,077	33,892	39,307	44,923	50,538	56,153	61,767	67,384	72,999	78,614	84,230	85,833
PROP. TRANS. TAX (5)	71,013	74,564	78,115	81,065	85,218	88,767	92,317	95,868	99,419	102,960	106,520	110,071	113,621	117,172	120,723	53,686
BUS. LIC. FEE (6)	9,213	18,427	27,840	38,853	46,066	55,280	64,493	73,708	82,920	92,133	101,336	110,569	119,773	128,986	138,199	147,413
BUS. LIC. PENALTY (7)	253	506	750	1,012	1,265	1,518	1,771	2,024	2,277	2,530	2,783	3,036	3,289	3,542	3,795	4,048
TRAILR COACH IN LIEU (8)	2,489	4,978	7,468	9,958	12,447	14,936	17,428	19,915	22,404	24,894	27,383	29,873	32,362	34,851	37,341	37,356
MOTOR VEHICLE IN LIEU (9)	86,451	172,903	259,354	345,806	432,257	518,708	605,160	691,611	778,063	864,514	950,985	1,037,417	1,123,868	1,210,320	1,296,771	1,297,290
OFF HGWY. VEH. TAX (10)	53	106	159	211	264	317	370	423	476	529	581	634	687	740	793	793
TRASH BILLING SERV. (11)	4,740	9,476	14,214	18,852	23,801	28,492	33,187	37,905	42,643	47,381	52,119	58,857	61,595	66,333	71,072	75,810
FRANCHISE FEES (12)	22,134	44,267	68,401	88,535	110,668	132,802	154,936	177,060	199,203	221,336	243,470	265,604	287,737	309,871	332,006	332,138
DWELLING DEV. TAX (13)	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	145,775	875
VEHICLE CODE FINES (14)	15,207	30,414	45,621	60,828	76,036	91,243	106,450	121,657	136,864	152,071	167,278	182,485	197,692	212,900	228,107	228,198
2106 STATE GAS TAX (15)	11,223	22,446	33,669	44,892	56,115	67,338	78,561	89,784	101,008	112,231	123,454	134,677	145,900	157,123	168,346	168,413
2126 STATE GAS TAX (16)	5,807	11,814	17,420	23,227	29,034	34,841	40,648	46,455	52,261	58,068	63,875	69,682	75,489	81,298	87,102	87,137
2107 STATE GAS TAX (17)	23,279	46,556	69,838	83,118	110,367	139,676	162,956	186,235	209,514	232,794	256,073	279,353	302,632	325,911	349,191	349,331
2107.5 STATE GAS TAX (18)	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
ADMIN TRANSFERS (19)	168,775	181,775	214,775	237,775	260,775	283,775	306,775	329,775	352,775	375,775	388,775	421,775	444,775	457,775	490,775	613,775
SUBTOTAL	1,001,080	1,838,391	2,295,838	2,943,288	3,590,737	4,238,250	4,885,837	5,533,087	6,180,537	6,827,986	7,465,324	8,122,875	8,770,335	9,407,785	10,065,236	8,992,256
INTEREST (20)	80,065	98,303	137,750	178,597	215,444	254,295	293,138	331,985	370,832	409,679	447,918	487,372	526,220	564,467	603,914	569,536
TOTAL OPERATING REV.	1,081,145	1,736,694	2,433,588	3,119,885	3,806,181	4,492,545	5,178,775	5,865,072	6,551,369	7,237,666	7,913,243	8,610,247	9,296,555	9,972,252	10,669,150	10,591,790

NOTES: TABLE 3 - REVENUES

- (1) PROPERTY TAX CALCULATED ASSUMING AN AVERAGE UNIT VALUE OF \$155,000, A PROPERTY TAX RATE OF 1.51, AN ANNUAL REAPPRAISAL ON EXISTING PROPERTY OF 1.02% AND A CITY PROPERTY TAX SHARE OF 25%. AVERAGE UNIT VALUE ESTIMATE BY LOCAL REALTORS BASED ON COMPARABLES; PROPERTY TAX RATE AND CITY SHARE ESTIMATED BY JIM WHEATON, CITY MANAGER.
- (2) HOMEOWNERS PROPERTY TAX RELIEF (HOPTR) IS A STATE SUBVENTION DESIGNED TO REPLACE THE PROPERTY TAX REVENUE THAT CITIES LOSE AS A RESULT OF THE HOMEOWNER'S PROPERTY TAX EXEMPTION. IT IS ESTIMATED BASED ON A 4.5% RATIO OF HOPTR FUNDS TO PROPERTY TAX REVENUE, AS ESTIMATED BY JIM WHEATON, CITY MANAGER.
- (3) SALES AND USE TAX REVENUE ESTIMATES CALCULATED BY CITY MANAGER, JIM WHEATON, BASED UPON CURRENT CITY SALES TAX RECEIPTS PER CAPITA AND ADJUSTMENTS THERETO, INCLUDES DIRECT AND INDIRECT SALES TAX GENERATION FOR SOUTH CORONA.
- (4) CIGARETTE TAX IS A STATE SUBVENTION CALCULATED AT 1.75% OF SALES TAX PLUS \$1.55 PER POPULATION. POPULATION IS CALCULATED ACCORDING TO THE ANTICIPATED POPULATION OF 3,126 PERSONS PER HOUSEHOLD, (STATE BOARD OF EQUALIZATION, STATE DEPARTMENT OF FINANCE).
- (5) PROPERTY TRANSFER TAX IS CALCULATED AT \$1.10 PER \$1,000 IN VALUE, WITH THE CITY RECEIVING 50% OF THE REVENUES. RESIDENTIAL PROPERTIES ARE ESTIMATED TO TURNOVER AT A RATE OF 5% PER YEAR. AVERAGE UNIT VALUE ESTIMATE, SEE NOTE (1) (COUNTY ASSESSOR'S OFFICE).
- (6) BUSINESS LICENSE FEES CALCULATED BASED ON THE 1986-87 CITY RATIO OF BUSINESS LICENSE FEES TO GROSS SALES AND USE TAX RECEIPTS (10.2099%).
- (7) BUSINESS LICENSE PENALTIES CALCULATED BY CITY MANAGER, JIM WHEATON BASED ON A CURRENT CITY RATIO OF PENALTIES TO BUSINESS TAX REVENUES OF APPROXIMATELY 2.766%.
- (8) TRAILER COACH IN LIEU FEES CALCULATED BASED ON THE 1986-87 CITY PER CAPITA AVERAGE OF \$0.956/PERSON.
- (9) MOTOR VEHICLE IN LIEU FEES IS A STATE SUBVENTION CALCULATED AT \$33.20 PER CAPITA.
- (10) OFF HIGHWAY VEHICLE LICENSE FEES ARE A STATE SUBVENTION CALCULATED AT \$0.0203 PER CAPITA.
- (11) TRASH BILLING SERVICE REVENUE IS CALCULATED BY JIM WHEATON, CITY MANAGER BASED ON CURRENT CITY AVERAGE OF TRASH COLLECTION COSTS AND SERVICE FEE REVENUE. THIS IS THE NET SURPLUS OF FEE REVENUE TO COLLECTION COST.
- (12) FRANCHISE FEES CALCULATED BASED ON A 1986-87 CITY AVERAGE OF \$8.50 PER CAPITA.
- (13) DWELLING DEVELOPMENT TAX, AS AUTHORIZED BY CITY ORDINANCE, IS A ONE TIME TAX OF \$960 IMPOSED ON EACH NEW UNIT AT THE TIME OF BUILDING PERMIT ISSUANCE. \$175/UNIT OF THIS TAX IS AVAILABLE FOR OPERATION AND MAINTENANCE, AS ESTIMATED BY JIM WHEATON, CITY MANAGER.
- (14) VEHICLE CODE FEES CALCULATED BASED ON THE 1986-87 CITY AVERAGE OF \$5.84/PERSON.
- (15) SECTION 2106 STATE GAS TAX IS A STATE SUBVENTION CALCULATED BY THE STATE BOARD OF EQUALIZATION AT \$4.31 PER CAPITA.
- (16) SECTION 2126 IS A STATE SUBVENTION CALCULATED ON A SITUS BASIS, AVERAGING \$2.23 PER CAPITA IN CORONA.
- (17) SECTION 2107 STATE GAS TAX IS A STATE SUBVENTION CALCULATED BY THE STATE BOARD OF EQUALIZATION AT \$8.94 PER CAPITA.
- (18) SECTION 2107.5 STATE GAS TAX IS A STATE SUBVENTION ROAD IMPROVEMENT/MAINTENANCE ALLOTMENT DISTRIBUTED BY THE STATE BOARD OF EQUALIZATION. THE STATE BOARD ESTIMATES THAT THE INCREASE
- (19) ADMINISTRATIVE TRANSFERS ARE OVERHEAD REVENUES GENERATED FROM SEWER, WATER, AIRPORT, AND REDEVELOPMENT ENTERPRISE ACCOUNTS THAT DIRECTLY RELATE TO THE PROJECT AREA AND ARE PASSED ON TO THE CITY GENERAL FUND, ESTIMATED BY JIM WHEATON, CITY MANAGER.
- (20) INTEREST TO BE EARNED BY THE CITY ON TOTAL REVENUES GENERATED BY THE SOUTH CORONA PLAN IS CONSERVATIVELY ESTIMATED BY DEPUTY CITY MANAGER, JOHN GRINDROD AT 6% PER YEAR.

3.10.5 Net Fiscal Impacts

As shown in Table 3.10-4, the findings of this analysis suggests that the development of the South Corona area, overtime, will have a positive fiscal impact to the City. Assuming the costs and revenues considered in this analysis, development will yield an estimated \$1,016,552 per year of net revenues at buildout.

3.11 FINANCING STRATEGY PROGRAM

The Financing Strategy Program is contained in Appendix 6.

3.12 DEVELOPMENT MONITORING PROGRAM

3.12.1 Purpose

The Development Monitoring Program and procedures are intended to provide the City of Corona with an accurate record of the type, size, status and timing of various development projects within South Corona and a systematic method for assessing the impacts of these development proposals on the area's infrastructure. This, in turn, will allow proper advance planning by the City staff in terms of design of infrastructure improvements and capital financing.

The monitoring program and associated data base will also assist the City to ensure that a degree of development flexibility can be exercised as the Land Use Plan is implemented, but that overall density and development ceilings can still be maintained.

3.12.2 Scope of the Monitoring Program

The following infrastructure systems are included in the monitoring program:

- a. Traffic and Roadway Facilities
- b. Water and Sewer Facilities
- c. Storm Drainage Systems

Development monitoring questionnaires have been prepared for each of the above topics and are included as Tables 3.12-1 through 3.12-4 in this section.

Specifically, the monitoring program will address the following infrastructure information:

Traffic

- a. Traffic demands and roadway requirements associated with development proposals within the project area, which will include traffic forecasts resulting from completed development within South Corona, as well as forecast traffic for those projects which have been approved but not constructed.

TABLE 3.10-4

FISCAL ASSESSMENT

NET REVENUES/(COSTS)

	YEAR															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
REVENUES	1,061,145	1,736,694	2,433,588	3,119,885	3,806,181	4,492,545	5,178,775	5,865,072	6,551,369	7,237,666	7,913,243	8,610,247	9,296,555	9,972,252	10,669,150	10,591,790
COSTS	1,069,815	1,509,206	1,949,629	3,484,859	3,927,615	4,371,688	5,060,260	5,597,613	6,196,348	6,875,667	7,328,209	8,085,144	8,542,166	9,001,719	9,464,017	9,575,239
NET PER ANNUM	(8,670)	227,488	483,959	(364,974)	(121,433)	120,857	118,515	267,459	355,021	361,998	585,034	525,104	754,389	970,533	1,205,133	1,016,552
CUMMULATIVE NE	(8,670)	218,818	702,777	337,802	216,369	337,226	455,742	723,201	1,078,221	1,440,220	2,025,254	2,550,358	3,304,747	4,275,280	5,480,412	6,496,964

- b. Timing of roadway improvements based upon a given level of development in the project area.
- c. Signalization needs at key intersections within South Corona.

Water and Sewer

- a. Cumulative water and sewer demand in system prior to requests for development review, including demands from projects approved but not yet constructed.
- b. Water and sewer demand for the development proposal in question based on standardized generation factors.
- c. New cumulative water and sewer demand, including the development being considered along with assessments for system improvements to accommodate total demands.

Drainage

- a. Cumulative existing water run-off at the boundaries of the project area, prior to consideration of individual development proposals.
- b. Cumulative water run-off at project boundaries considering the latest development increment being reviewed, as well as all other previously approved development projects, completed or not, to establish the theoretical maximum outflow of any one concentration point.

3.12.3 Program Input Requirements

The monitoring program requires the input of accurate development-related information in order to provide a credible data base and deliver accurate forecasts. This data, to be collected as part of the monitoring questionnaires, includes:

- a. Project location within the South Corona Study area.
- b. Existing land use data for the project location.
- c. Proposed land use type and intensity.
- d. Daily trip generation rates, AM and PM peak hour trips for adjacent street source (traffic portion only).
- e. Identification of drainage areas affected by the proposed project and estimates of both existing (pre-project) 100-year storm run-off and with construction of the project (drainage portion only).

- f. Estimated water consumption and sewage generation rates as a result of the project in question (water and sewer only).

In each instance, applicants are required to use standardized City generation rates for traffic, water, sewer usage and water run-off unless alternative arrangements are made with the Corona City Engineer's office.

3.12.4 Program Outputs

The following types of output can be achieved from the monitoring program.

- a. Traffic demand forecasts, including a summary for background (existing) traffic plus approved development traffic plus proposed project traffic. The forecast demand volumes can be summarized by traffic component, such as increase in city-wide traffic, increase in regional through traffic and South Corona traffic by village. Results of this output function can be compared with base traffic demand forecasts (background traffic plus approved development traffic) to determine specific impacts resulting from development of proposed projects.
- b. Roadway improvement phasing summaries and estimates regarding the level of remaining development which could occur prior to the need for additional improvements.
- c. Signalization needs.
- d. Estimated water and sewer demand for all linkages and key facilities in the City's water and sewer system.
- e. Storm water run-off estimates for each drainage basin comprising the project area and impacts on major surface and subsurface drainage facilities.

3.12.5 Cycle of Activity

The following general cycle of activity described the proposed day-to-day functioning of the monitoring program.

- a. The City of Corona Planning Department will distribute monitoring packets to potential development applicants consisting of:
 - Blank monitoring questionnaires (traffic, water, sewer, drainage).
 - Instruction forms, including standardized infrastructure generation rates.

- b. Completed questionnaires are returned to the Planning Department along with development plan submittals. This is the "input" phase of the monitoring process. The City Council will establish a processing fee, by resolution, to recover costs.
 - c. Information contained in the questionnaires are reviewed and evaluated by the City staff. City staff inputs this data into the various computer models (traffic, water, sewer, drainage).
 - d. Results of the modeling runs are reviewed by City staff to determine the type and level of infrastructure improvements that are needed to accommodate development caused by background conditions plus previously approved projects plus development. Appropriate conditions of approval are placed on approval of development project.
 - e. If project is approved, impact information is added to the base conditions of the various infrastructure models.

TABLE 3.12-1
SOUTH CORONA TRAFFIC MONITORING PROGRAM
TRAFFIC ANALYSIS QUESTIONNAIRE

Please complete the following questions regarding the proposed project. This questionnaire must be submitted to the City Planning Department along with a copy of any required traffic impact analysis for the proposed project.

1. Project Name: _____
2. City File No. (Tentative Parcel Number, Specific Plan, etc.).
3. Project Location and Size (include a detailed description of the location and boundaries of the project site, including assessor parcel numbers, if available and major abutting streets):

Traffic Analysis Zone (City Use):

4. Land Uses - Provide a summary of the proposed land uses, unit of measure (DUs, TSF, Acres, etc.), and amount of each use. For residential uses, provide density classification. For commercial uses, please be as specific as possible regarding proposed land uses comprising the commercial site (i.e., specialty retail, restaurants, etc.).

<u>Land Use</u>	<u>Unit</u>	<u>Amount</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

5. Provide project trip generation by land use. Use the approved trip generation rates provided by the City.

Total Project

If necessary, attach additional sheets to answer the above questions.

TABLE 3.12-2
SOUTH CORONA MONITORING PROGRAM
WATER ANALYSIS QUESTIONNAIRE

Please complete the following questions regarding the proposed project in relationship to usage of water. The completed questionnaire must be submitted to the City Planning Department along with any supporting material.

- 1. Project Name:** _____

 - 2. City File No. (Tentative Parcel Number, Specific Plan, etc.).**

 - 3. Project Location and Size (include a detailed description of the location and boundaries of the project site, including assessor parcel numbers, if available and major abutting streets):**

4. Provide a summary of proposed land uses, unit of measure (dwelling units, square footage, acreage, etc.) and amount of each type of land use.

<u>Land Use</u>	<u>Unit</u>	<u>Amount</u>

5. Calculate estimated water demand by land use type. Use water demand factors provided by the City. Attach additional sheets if necessary.

Land Use

Unit

Est. Water Demand

Total Project

6. Describe any additional characteristics of the project which may influence or affect water demand for the project (i.e., special water conservation measures, etc.).

TABLE 3.12-3
SOUTH CORONA MONITORING PROGRAM
SEWER ANALYSIS QUESTIONNAIRE

Please complete the following information regarding the proposed project in relationship to generation of sewage by the proposed project. The completed questionnaire must be submitted to the Corona City Planning Department along with any supporting material.

1. Project Name: _____

2. City File No. (Tentative Parcel Number, Specific Plan, etc.).

3. Project Location and Size (include detailed description of the location and boundaries of the project site, including assessor parcel numbers, if available and major abutting streets):

4. Provide a summary of proposed land uses, unit of measure (dwelling units, square footage, acreage, etc.) and amount of each type of land use.

<u>Land Use</u>	<u>Unit</u>	<u>Amount</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

5. Calculate estimated sewerage generation by land use type. Use demand factors provided by the City. Attach additional sheets if necessary.

<u>Land Use</u>	<u>Unit</u>	<u>Est. Sewage Generation</u>
Total Project		

TABLE 3.12-4
SOUTH CORONA MONITORING PROGRAM
DRAINAGE ANALYSIS QUESTIONNAIRE

Please complete the following information regarding the proposed project in relationship to generation of sewage by the proposed project. The completed questionnaire must be submitted to the Corona City Planning Department along with any supporting material.

1. Project Name: _____
2. City File No. (Tentative Parcel Number, Specific Plan, etc.).
3. Project Location and Size (include detailed description of the location and boundaries of the project site, including assessor parcel numbers, if available and major abutting streets):

4. Indicate the drainage area or areas in which the project is located, as shown in the Master Drainage Plan for the South Corona Community Facilities Plan. If the project lies in two or more drainage area, please complete items 5 through 9 for each portion of the project area within the drainage areas involved. (Note: Drainage area boundaries in the Master Drainage Plan may not correspond precisely with actual existing drainage patterns. However, for the purposes of evaluating impacts on downstream facilities, all portions of the project area included within a specific drainage area boundary should be tabulated to that area):

5. Describe existing uses located on the project area and give the best estimate of the length of time this condition has existed. Also estimate amount of impervious (i.e., paved, asphalted or concrete) existing within the project boundary:

6. Provide a summary of proposed land uses, unit of measure (dwelling units, square footage, acreage, etc.) and amount of each type of land use.

Totals

7. Calculate estimated 100-year water run-off for the proposed development area for existing conditions. Impervious area includes building area, concrete or asphalt paved areas and other covered structures such as patio covers, garages, etc. Pervious areas include orchards, lawns, gardens and natural, undeveloped areas:

- a. Pervious area (acres): _____

b. Pervious area run-off in cfs
(1.3 x line a): _____

c. Impervious area (acres): _____

d. Impervious area run-off in cfs
(2.6 x line c): _____

e. Total area (acres)
(line a + line c): _____

f. Total estimated run-off
(line b + line d): _____

8. Calculate estimated 100-year water run-off from the proposed development project. Pervious and impervious covers are as described in Question 7. Please use standard City coverage values for different types of land uses:

a. Pervious area (acres): _____

b. Pervious area run-off in cfs
(1.3 x line a): _____

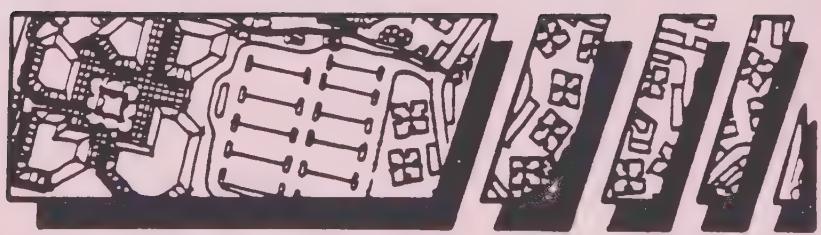
c. Impervious area (acres): _____

d. Impervious area run-off in cfs
(2.6 x line c): _____

e. Total area (acres)
(line a + line c): _____

f. Total estimated run-off
(line b + line d): _____

9. Describe any additional characteristics of the proposed project which may influence or affect estimated water run-off (i.e., construction of detention or retention ponds, etc.):



APPENDIX



**APPENDICES 1-6
SEPARATE REPORTS AS FOLLOWS**

APPENDIX 1	Physical Inventory of Existing Road Alignments - Mullins Engineering, Inc.
APPENDIX 2	Refined General Plan Roadways - Mullins Engineering, Inc.
APPENDIX 3	Bikeway Design Criteria - Mullins Engineering, Inc.
APPENDIX 4	Traffic/Circulation Analysis - L.S.A.
APPENDIX 5	Hydrology Study - Fuscoe, Williams, Lindgren & Short
APPENDIX 6	Don Owen, Associates

APPENDIX 7

**City Council Resolution
88-105**

RESOLUTION NO. 88-105

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CORONA APPROVING THE SOUTH CORONA COMMUNITY
FACILITIES PLAN

WHEREAS, the Planning Commission and the Parks and Recreation Commission of the City of Corona have recommended to the City Council, after seven public hearings thereon, the adoption of the South Corona Community Facilities Plan, per amendments made at the May 23 and June 14, 1988, public hearings; and

WHEREAS, the recommendations for approval have been transmitted to the Council as Resolution No. 1467 of the Planning Commission and Resolution No. 88-05-01 of the Parks and Recreation Commission; and

WHEREAS, on June 29, 1988, this City Council held a properly noticed public hearing on the Community Facilities Plan, at which meeting oral and documentary evidence was admitted into the public record regarding the various elements within the Plan; and

WHEREAS, the City Council, after close of the public hearing, considered all of the evidence presented in its deliberation and by consensus vote unanimously approved the Community Facilities Plan, and the amendments recommended by the Planning Commission and the Parks and Recreation Commission, subject to the following modifications:

1. That Alignment "S" be chosen for the eastern extension of Chase-Pacific Drive, and that the right-of-way be acquired to accommodate a Divided Secondary classification, but that the segment east of California Avenue initially be constructed as a two lane roadway, with full improvements to be constructed when traffic volumes warrant its completion.

2. That the equestrian riding trails in Village 3 be eliminated from the Community Facilities Plan.
3. That the Class II on-street bike lanes be eliminated from the Community Facilities Plan.
4. That the major park site shown at the intersection of Ontario Avenue and Magnolia Avenue on Exhibit 3.5-1 of the text be deleted from the Park Concept Plan, and that the following language be added to Section 3.5.1 of the text:

It is the intent of the City that a major park be located in the South Corona planning area, having a land area in excess of 40 acres, and that such park be centrally located in order to meet the objectives of the City in providing adequate parkland and recreational opportunities for the citizens of Corona. The future City park site shall be identified in the Parks and Recreation Master Plan now under preparation, following the consideration of alternative sites by the Parks and Recreation Commission and the City Council. The Parks and Recreation Commission shall report to the City Council regarding a program for acquisition and development of the major park site during its consideration of the Park and Recreation Master Plan; and

WHEREAS, Resolution No. 86-101 of the City Council adopting GPA-85-6 for South Corona prohibited the filing of General Plan Amendments, Specific Plans or Zone Changes until the Community Facilities Plan is adopted; and

WHEREAS, adoption of this Resolution will represent the official adoption of the Community Facilities Plan and the repeal of the prohibition so that Specific Plans, Zone Changes and General Plan Amendments can be submitted; and

WHEREAS, preparation of a comprehensive funding program for the infrastructure improvements and public facilities identified in the Community Facilities Plan is underway, and will establish the exactions required at the time of subdivision and building permit to fund said facilities; and

WHEREAS, the City Council determines that no further implementation by means of applications for subdivisions of newly created specific plans or zone districts shall occur until the funding program and fee schedules are approved; and

WHEREAS, properties may continue to utilize the pre-existing zoning and subdivide thereunder, provided that said zoning is consistent with the Land Use designation of the Community Facilities Plan, and that any such subdivisions be required to participate in the financing of the improvements identified in the Community Facilities Plan in accordance with the provisions of the Funding Program, prior to final map approval; and

WHEREAS, notwithstanding the above restrictions, building permits may be issued in South Corona for structures on lots recorded prior to July 6, 1988.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Corona, California, that the South Corona Community Facilities Plan is found to be in conformance with, and implements, the General Plan and that it hereby adopts the Community Facilities Plan, as amended per this Resolution and the attached Resolutions of the Planning and Parks and Recreation Commissions.

ADOPTED this 6th day of July, 1988.



Mayor Pro Tem of the City of Corona, California

ATTEST:

Diedre D. Lingenfelter
City Clerk of the City of
Corona, California

CERTIFICATION

I, DIEDRE' D. LINGENFELTER, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution No. 38-105 was regularly introduced and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on Wednesday, the 6th day of July, 1988, by the following vote of the Council:

AYES: DEININGER, FRANKLIN, LOPEZ, W. MILLER

NOES: NONE

ABSENT: G. MILLER

ABSTAINED: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 7th day of July, 1988.

Diedre D. Lingenfelter
City Clerk of the City of Corona, California

APPENDIX 8

**Planning Commission Resolution
No. 1467**

CITY OF CORONA
PLANNING COMMISSION

RESOLUTION NO. 1467
SOUTH CORONA COMMUNITY FACILITIES PLAN

WHEREAS, the Planning Commission of the City of Corona initiated proceedings to review the South Corona Community Facilities Plan dated April 22, 1988; and,

WHEREAS, timely and properly noticed public hearings were held by the Planning Commission on April 26, May 3, May 17, May 31 and June 14, 1988, at which meetings oral and documentary evidence was admitted on behalf of and in opposition to various elements within the Plan; and,

WHEREAS, the Planning Commission, after close of the public hearing, considered all of the evidence presented in its deliberation and took a consensus of the Commission and entered into the record a finding that the South Corona Community Facilities Plan does conform to the General Plan; and,

WHEREAS, the Planning Commission recommends that the City Council adopt the Community Facilities Plan for 5,067 acres located south of Ontario with the following recommended revisions to the text:

1. That the land use plan, circulation plan and related text and exhibits incorporate the following alignments for Chase-Pacific Drive:
Westerly Extension - Alignment "B" and "W"
Easterly Extension - Alignment "S" for the following reasons:
 - a. Testimony received at the May 17 and June 14, 1988 public hearings regarding the anticipated affects on property and residences of the various alignment alternatives.
 - b. Aerial photographs submitted by a member of the public demonstrated that Alignment "S" would have the least impact upon existing residences along the easterly extension.
2. That the land use plan be revised to designate the two properties shown in the attached Exhibit 5-G as Low Medium Residential and thereby revise the target density for this category to 3.87 dwelling units per acre, for the following reasons:
 - a. Verbal and written testimony presented by Staff and the public at the June 14, 1988 meeting demonstrated that the proposed requests were consistent with the General Plan and the objectives of the Community Facilities Plan.
 - b. The recommended revision will not represent a substantial or unfair impact to other properties.
3. That the land use and circulation plans be revised to reflect the connection of Main Street to Magnolia Avenue as shown in the General Plan and the attached Exhibit 5-L, and that this segment of Main Street be designated as a secondary arterial consistent with GPA-88-2 for the following reasons:

SOUTH CORONA COMMUNITY FACILITIES PLAN RESOLUTION
JUNE 21, 1988
PAGE 2

- a. Verbal and written testimony presented by the public at the May 17 and June 14, 1988 public hearings indicated that the alignment of Main street as presented in the Community Facilities Plan would constrain traffic flow to the commercial core at Main and Ontario.
 - b. The memorandum prepared by the city's traffic consultant, LSA, and dated June 8, 1988 stated that after study of all alternatives presented, the proposed revision was the preferred alignment to accomplish the circulation objectives of the Community Facilities Plan.
4. That the Community Facilities Plan be revised per the exhibits submitted by staff at the June 14, 1988 meeting and numbered 5-A, 5-B, 5-C, 5-J, and 5-T (incorporated herein by reference) and that the attached amendments to the text regarding horsekeeping standards and revisions to the Drainage Master Plan be adopted.
 5. That Exhibit 3.5. of the text be revised to show a reduction in the equestrian trail system from 7 miles to 3.8 miles as shown in the attached Exhibit 5-K.
 6. That the Community Facilities Plan text incorporate the recommendations contained in the memorandum from LSA, dated June 8, 1988, Exhibit 5-M, regarding the reduction of through traffic on Chase-Pacific;

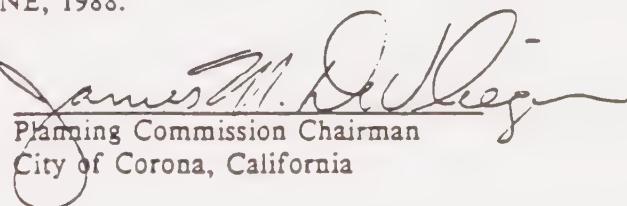
WHEREAS, in the interests of good planning and to further the objectives of the Community Facilities Plan, the Planning Commission further recommends to the City Council the following:

1. That an ordinance be adopted restricting heavy truck traffic on Chase-Pacific Drive.
2. That the City Council consider the preparation of a Specific Plan for the commercial core at the confluences of Ontario, Main and Magnolia as a joint project between the respective landowners and the City.
3. That Main Street south of Ontario retain the name of Main Street past the point of its intersection with Magnolia Avenue.
4. That the need for additional commercial property in South Corona be considered in the future as the area develops.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Corona, California, as assembled this 21st day of June, 1988, that it recommends that the City Council approve the South Corona Community Facilities Plan.

BE IT FURTHER RESOLVED, that a copy of this Resolution be delivered to the City Clerk of the City of Corona.

ADOPTED THIS 21ST DAY OF JUNE, 1988.


James M. DeRegis
Planning Commission Chairman
City of Corona, California

SOUTH CORONA COMMUNITY FACILITIES PLAN RESOLUTION
JUNE 21, 1988
PAGE 3

ATTEST:

Valerie Coxon

Secretary, Planning Commission
City of Corona, California

I, Valerie Coxon, Secretary of the Planning Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in Regular Session of said Planning Commission duly called and held on the 7th day of June, 1988, and was duly passed and adopted by the following vote, to wit:

AYES: McMackin, Fessler, DeVlieger, Parker, Hull
NOES: None
ABSENT: None
ABSTAINED: None

Valerie Coxon

Secretary, Planning Commission
City of Corona, California

CFPRES

SOUTH CORONA COMMUNITY FACILITIES PLAN RESOLUTION
JUNE 21, 1988
PAGE 4

Section 3.1.4.5(1)

Proposed Horsekeeping Standards

The following language is proposed to be added to Section 3.1.4.5(1) of the Community Facilities Plan text

A total of two adult horses may be kept on any lot in the Estate Residential District of Village 3, provided said lot is a minimum of one acre in area. One additional horse may be permitted for each acre over the first one acre up to a maximum of five horses at any site. The Planning Commission may permit a greater number of horses to be kept on a lot or parcel by the granting of a Conditional Use Permit. Uses such as riding academies, breeding farms and horse training facilities may be permitted subject to a Conditional Use Permit. For the purposes of this section, foals shall be considered adults when 8 months old.

All on-lot horsekeeping shall comply with the following minimum standards. Additional or more restrictive standards can be imposed by the Planning Commission in their consideration of a Conditional Use Permit. Maintenance of horsekeeping facilities must comply with State and local laws including the potential for regulation of storm water run-off discharged to downstream groundwater basins.

- a. *Horses are not to be kept or pastured within 30 feet of the dwelling of the owner or within 100 feet of any dwelling other than the owner of said horses. In no case, shall horses be kept or pastured less than 30 feet from the side or rear property line of an adjoining lot.*
- b. *Horses shall not be kept or pastured in the front yard or street side yard of the building site unless the lot area is 5 acres or greater and the pasture is turfed and irrigated.*
- c. *Adequate fences or walls shall be installed and maintained so that each animal is confined on the premises. Acceptable fence materials for corrals include steel pipe, painted split rail fence or similar material to be approved by the Planning Director. Chain link fencing is not permitted for corrals. All enclosures shall be five feet in height.*
- d. *Each animal shall be provided with an adequate sized enclosure to provide reasonable movement, air and light for good health. Corral enclosures shall be a minimum of 280 square feet with an additional 200 square feet for each additional horse. Stalls shall be a minimum of 10 by 10 feet with an attached outdoor area or separate outdoor enclosure.*
- e. *Corrals and stables shall be maintained in a clean and sanitary condition at all times. Standing surface water, refuse and manure shall not be allowed to accumulate for no more than 24 hours. Manure shall be removed from the premises or spread to dry.*
- f. *Corral enclosures shall be sprinklered regularly to eliminate dust.*

APPENDIX 9

**Parks and Recreation Commission Resolution
No. 88-05-01**

CITY OF CORONA
PARKS AND RECREATION COMMISSION

RESOLUTION NO. 88-05-01

SOUTH CORONA COMMUNITY FACILITIES PLAN
PARK AND RECREATION CONCEPT

WHEREAS, the Parks and Recreation Commission of the City of Corona initiated proceedings to review the park and recreation concept of the South Corona Community Facilities Plan as presented in Sections 1.3 and 3.5.1 of said document dated April 22, 1988; and,

WHEREAS, a timely and properly noticed public meeting on the proposed amendment was held by the Parks and Recreation Commission on May 9 and May 23 of 1988, at which meeting oral and documentary evidence was admitted on behalf of and in opposition to the proposed concept; and

WHEREAS, the Parks and Recreation Commission, after close of this public meeting, considered all of the evidence presented in its deliberation and took a consensus of the Commission as follows:

1. That the provision of a major park in South Corona is desirable, and that while no specific site is recommended for designation or acquisition at this time, the conceptual location of a park in the Main Street Wash between Magnolia and Garretson be removed from the concept plan and not be subject to further consideration. Therefore, the Commission recommends that the Council adopt revised Exhibit 3.5.1, attached hereto.
2. That the City should endeavor to maximize park acreage and recreational facilities wherever possible and permit joint use opportunities of parks with school sites and flow-by storm water detention basins provided that park fee credit is given for said joint use areas as identified in the Park and Trails Concept on the Community Facilities Plan, Exhibit 3.5.1, attached hereto, only after a determination of substantial public benefit is made by the Parks and Recreation Commission and City Council;

Provided that detention basins are developed in a manner that will not restrict or inhibit opportunity for recreational development of the park for facilities that cannot be developed in a detention basin.

RESOLUTION NO. 88-05-01
SOUTH CORONA COMMUNITY FACILITIES PLAN
PARK AND RECREATION CONCEPT

3. That park fees collected pursuant to the Quimby Act be used for acquisition of parkland and that park improvement costs be funded through the General Fund and/or Community Facilities District taxes. In lieu of the above, the Commission recommends that the City Council direct the City Attorney to determine whether park fees to fund improvements can be collected at the time of building permit pursuant to Sections 66000 through 66003 of the California Government Code.
4. That Class I bike paths (off-street) and Class II bike lanes (on-street) be developed as proposed in the concept plan.
5. That the proposed equestrian trail system be approved in concept, subject to further study by the Planning Commission of horsekeeping in Village 3 at their June 14, 1988 Meeting.
6. That the Commission recommend to the City Council that the provision of adequate parkland and recreational facilities be a priority of the City and while it is recognized that the dedication of parkland from developers is presently limited by the Quimby Act to a maximum of 137 acres as proposed in the Community Facilities Plan, that the purchase of additional parkland be pursued by the City Council, wherever prudent.

NOW, THEREFORE, BE IT RESOLVED by the Parks and Recreation Commission of the City of Corona, California, as assembled this 23rd day of May, 1988, that it recommends that the City Council approve of the Parks and Recreation Concept as contained in the South Corona Community Facilities Plan.

BE IT FURTHER RESOLVED, that a copy of this Resolution be transmitted to the City Clerk of the City of Corona.

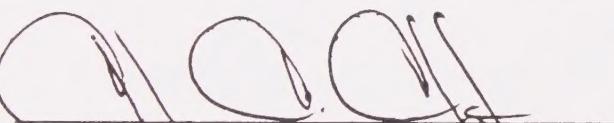
RESOLUTION NO. 88-05-01
SOUTH CORONA COMMUNITY FACILITIES PLAN
PARK AND RECREATION CONCEPT

ADOPTED THIS 23RD DAY OF MAY, 1988.



Charles D. Fay, Chairman
Parks and Recreation Commission
City of Corona, California

ATTEST:

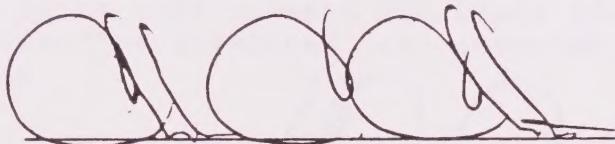


Charles C. Chute, Secretary
Parks and Recreation Commission
City of Corona, California

RESOLUTION NO. 88-05-01
SOUTH CORONA COMMUNITY FACILITIES PLAN
PARK AND RECREATION CONCEPT

I, Charles C. Chute, Secretary of the Parks and Recreation Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted at said Parks and Recreation Commission Meeting duly called and held on the 23rd day of May, 1988, and was duly passed and adopted by the following vote, to wit:

AYES: Commissioners Chute, Coleman, Fay, Montoya, and Stuckenschneider
NOES: Commissioners Dunn and Palmatier
ABSENT: None
ABSTAINED: None



Charles C. Chute, Secretary
Parks and Recreation Commission
City of Corona, California

RESPARK/el

U.C. BERKELEY LIBRARIES



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